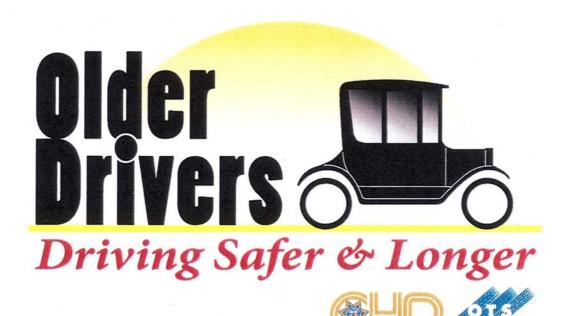
Department of California Highway Patrol



PS0616

Final Report

February 2008

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DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

OLDER DRIVERS DRIVING SAFER AND LONGER, PS0616

KEY PERSONNEL*

Key California Highway Patrol (CHP) personnel involved in the project include:

Executive Management

M. L. Brown, Commissioner

J. A. Farrow, Deputy Commissioner

Arthur Anderson, Assistant Commissioner, Field

K. P. Green, Assistant Commissioner, Staff

Project Staff

Project Director

J. E. McLaughlin, Chief

Planning and Analysis Division

Project Evaluator

R. M. Nannini, Staff Services Manager III

Commander, Special Projects Section

Project Manager

J. Campbell, Sergeant

Special Projects Section

Project Coordinator

J. Likes, Research Analyst II

Special Projects Section

Project Fiscal Accounting Manager

L. A. Paolini, Chief

Administrative Services Division

Project Grant Coordinator

D. West, Associate Governmental Program Analyst

Special Projects Section, Grants Management Unit

Project Artist

W. Kubo, Senior Graphic Artist

Departmental Training Division, Academy

^{*}Personnel are listed as they were assigned on the project ending date December 31, 2007.

CREDITS

This project is part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety (OTS), the National Highway Traffic Safety Administration, and the State of California.

Personnel responsible for the successful project completion included C. J. Murphy, Director, OTS; M. Meadows, Assistant Director of Operations, OTS; J. Schilling, Operations Coordinator, OTS; and C. S. Gunter, Staff Services Manager I, Special Projects Section (SPS), Grants Management Unit, California Highway Patrol.

J. Likes, Research Analyst II, SPS, coordinated the Older Drivers Driving Safer and Longer project.

DISCLAIMER

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

EXECUTIVE SUMMARY

OLDER DRIVERS DRIVING SAFER AND LONGER

CALIFORNIA

PROGRAM AREA(S)

Senior Safety and Mobility

PROJECT CHARACTERISTICS

Public Awareness and Community Outreach

TYPE OF JURISDICTION

Statewide

JURISDICTION SIZE

3.8 million

TARGETED POPULATIONS

Senior Drivers

PROBLEM IDENTIFICATION

According to the Older Adults and Traffic Safety (OATS) Task Force report, "Traffic Safety Among Older Adults: Recommendations for California," published in August 2002, the percentage of older Californians is expected to double in size between 1990 and 2020, with those 85 years and older representing the fastest growing segment of California's population. Aging baby boomers are influencing this incredible growth of California's older adult population. With the first of California's baby boomers reaching age 60 in 2006, the aging population will increase at a tremendous rate. Future generations are likely to live longer than their parents, and driving is anticipated to remain a preferred mode of transportation. The number of older drivers, bicyclists, and pedestrians using California's roadways is also expected to increase.

According to the OATS Report, traffic collisions continue to be a major cause of serious injury to California's seniors. Traffic collisions involving seniors cost Californians an average of over \$226 million per year. Persons 65 and older are most likely to receive fatal injuries as a pedestrian, when compared with persons from any other age group, all of which underscores the pressing need to further build and maintain a statewide traffic safety system that addresses the older adult.

PROJECT GOALS

- 1. To improve the safety of older Californians and to make seniors aware that they can keep driving if they maintain their health and involvement in their communities by September 30, 2007. **Result:***Accomplished. Through this project, the California Highway Patrol (CHP) reached over 164,000 senior drivers. Seniors were provided with information about staying safe on the road and remaining safe drivers for as long as possible. Additionally, many more seniors too numerous to ascertain were reached resulting from the collaboration and cooperation of the many older adult private and public organizations involved in this effort that are dedicated to addressing senior safety/mobility.
- 2. To continue providing a comprehensive traffic safety education outreach effort for older drivers through September 30, 2007. **Result:** Accomplished. This project allowed the continued effort of the CHP and its partners in addressing senior safety/mobility established under previous grant projects.

EXECUTIVE SUMMARY

PROJECT OBJECTIVES

- 1. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by February 28, 2006. *Result: Accomplished. The language assessment was completed on February 28, 2006. English and Spanish were the languages identified from the assessment.*
- 2. To issue an operational plan establishing the method of operation and the policies applicable to carry out the grant program to all California Highway Patrol (CHP) field Divisions, and submit a copy to the Office of Traffic Safety (OTS) by February 28, 2006. **Result:** Not accomplished. Deadline missed. The operational plan was issued to all CHP field Divisions and to OTS on March 2, 2006.
- 3. To obtain and analyze Department of Motor Vehicles (DMV) data indicating areas/regions containing large density of licensed older adults by May 31, 2006. *Result: Accomplished. Older licensed adult data was received from DMV and analyzed.*
- 4. To establish a contract with the California State University, Sacramento (CSUS) Foundation to conduct an older driver safety/mobility symposium by June 30, 2006. **Result**: **Not accomplished. Deadline missed.** The contract with CSUS was approved by the Department of General Services and finalized on September 20, 2006.
- 5. To establish the contract for a digital video disk (DVD) and video production by June 30, 2006. **Result:** Accomplished. The Department's media contract with Ogilvy Public Relations Worldwide was utilized for the DVD and video production.
- 6. To coordinate, select locations, and hold a minimum of four task force meetings by September 30, 2007. *Result: Accomplished.* The Older Californian Traffic Safety (OCTS) Task Force met seven times during the Program Operations Phase.
- 7. To coordinate, select locations, and hold a minimum of eight task force workgroup meetings by September 30, 2007. *Result: Accomplished.* The OCTS Task Force workgroup met 22 times during the Program Operations Phase.
- 8. To coordinate, select locations, and hold, within CHP Areas/Divisions a minimum of eight older driver safety events by September 30, 2007. **Result: Accomplished.** Eight older driver safety events were conducted during the Program Operations Phase.
- 9. To coordinate the services of departmental retired senior volunteers at older driver safety events by September 30, 2007. **Result:** Accomplished. Services of departmental retired senior volunteers at older driver safety events and in support of the "Stay Vital" PowerPoint presentations were provided statewide in support of the project.
- 10. Under contractual agreement conduct an older driver safety/mobility symposium by September 30, 2007. *Result: Accomplished.* The Senior Safe Mobility Summit, as coordinated under contract with CSUS, was conducted on October 26, 2006, at the Hyatt Regency in Newport Beach, California.

EXECUTIVE SUMMARY

- 11. To conduct a public awareness campaign to include:
 - a. Issuance of a press release announcing the "kick-off" of the project by March 31, 2006. **Result:** Accomplished. A press release announcing the "kick-off" of the project was issued on March 27, 2006.
 - b. Distribution of education materials and/or promotional items at appropriate venues by September 30, 2007. *Result: Accomplished. Educational materials were distributed in support of the project. Promotional items were not distributed because of the recent discovery of toxins in some items produced outside the United States.*
 - c. To conduct at least one public affairs officer (PAO) presentation per CHP field Division, per quarter, during the Program Operations Phase by September 30, 2007. **Result: Not Accomplished. Deadline missed.** The CHP field Divisions were unable to meet this objective due to conflicting priorities. However, PAOs provided presentations to over 164,000 seniors by the end of the grant.
 - d. Issuance of a post-project press release by November 30, 2007. **Result: Not Accomplished. Deadline missed.** The post-project press release was issued on January 10, 2008.
 - e. Production and distribution of an older driver sensitivity instructional DVD/video at appropriate venues by December 31, 2007. *Result: Accomplished.* The DVD was officially released on December 18, 2007. Each of the 500+ senior centers in California, 33 Area Agencies on Aging, and other senior/aging stakeholder organizations in the state received copies. Additionally, the DVD has been posted to the CHP Web site for public viewing.

STRATEGIES AND ACTIVITIES

The strategies of this project centered on public awareness presentations provided on a statewide basis. The CHP collaborated with other public and private sector OCTS Task Force partners to develop and implement senior outreach programs, develop and disseminate a DVD to educate seniors and their families about driving safety and cessation, and to conduct a pertinent senior safety summit to disseminate older driver safety/mobility information to California's older adult practitioners.

RESULTS

This project was successful as measured by the depth of the public awareness/outreach effort. The CHP

provided presentations to 164,000 seniors on a statewide basis using a standardized program developed for the project. Additionally, OCTS Task Force partners reached many seniors through their efforts. Additionally, the Senior Safe Mobility Summit held in Newport Beach was well attended and received praise from the National Highway Traffic Safety Administration and OTS. Lastly, the DVD was met with an overwhelming positive response. The CHP has widely disseminated the DVD to senior stakeholder organizations and has received countless requests from the public. To that end, the DVD has been posted on the CHP Web site for guaranteed public access. Through this project, the CHP will continue its efforts to address senior driving safety/mobility issues.

FUNDING

Section 157: \$411,518.43 Expended: \$411,418.46

CONTACT

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OLDER DRIVERS DRIVING SAFER AND LONGER PROJECT NUMBER PS0616

INTRODUCTION

The National Highway Traffic Safety Administration (NHTSA), through the California Office of Traffic Safety (OTS), authorized the Department of the California Highway Patrol (CHP) to develop and implement the Older Drivers Driving Safer and Longer project, number PS0616. Funding for the entire project as of this Final Report was \$411,518.43.

This report was prepared in accordance with the PS0616 Project Agreement established between the CHP, OTS, and NHTSA. The Project Agreement is contained in Annex A.

BACKGROUND

In 2000, San Diego State University, Center for Injury Prevention Policy and Practice (CIPPP) convened the Older Adults and Traffic Safety (OATS) Task Force, a multi-disciplinary committee comprised of private and public sector older adult stakeholders including the CHP, to develop a long-range statewide strategic plan to address senior driver safety. In August 2002, the OATS Task Force released its plan entitled, "Traffic Safety Among Older Adults: Recommendations for California." The report contained seven major recommendations and 53 action items. In October 2002, OTS awarded CIPPP a subsequent grant, PS0303, Implementation of Older Adults and Traffic Safety (OATS) Task Force Recommendations, to begin the practical application of these recommendations and actions items. Under the grant project, a subsequent task force, the Older Californian Traffic Safety (OCTS) Task Force, was convened in February 2003. While CIPPP held the grant, CHP was tasked with leading the OCTS Task Force effort.

As the OATS implementation grant was nearing its end in December 2004, many action items were either in process or had yet to be executed. To ensure the momentum of the effort was carried forward, CIPPP agreed to relinquish its lead role and the CHP applied for its own grant to address older driver safety. As such, the CHP was awarded OTS grant PT0510, Older Californian, Hispanic and Asian American Traffic Safety (OCHATS) in October 2004. Within OCHATS, the CHP was required to oversee all OCTS Task Force activities and implement at least three OATS Report action items by September 30, 2005. The effort proved to be successful. However, many OATS action items remained to be implemented. As such, the CHP applied for another older driver safety grant and was awarded PS0616, Older Drivers Driving Safer and Longer, in October 2005.

PROJECT GOALS:

1. To improve the safety of older Californians and to make seniors aware that they can keep driving if they maintain their health and involvement in their communities by September 30, 2007.

Progress: Accomplished. Through this project, the CHP reached over 164,000 senior drivers. Seniors were provided with information about staying safe on the road and remaining safe drivers for as long as possible. Additionally, many more seniors too numerous to ascertain were reached resulting from the collaboration and cooperation of the many older adult private and public organizations involved in this effort who are dedicated to addressing senior safety/mobility.

2. To continue providing a comprehensive traffic safety education outreach effort for older drivers through September 30, 2007.

Progress: Accomplished. This project allowed the continued effort of the CHP and its partners to address senior safety/mobility issues established under this grant and previous grant projects.

PROJECT OBJECTIVES:

1. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by February 28, 2006.

Progress: Accomplished. The language assessment was completed on February 28, 2006. English and Spanish were the languages identified from the assessment.

2. To issue an operational plan establishing the method of operation and the policies applicable to carry out the grant program to all California Highway Patrol (CHP) field Divisions, and submit a copy to the Office of Traffic Safety (OTS) by February 28, 2006.

Progress: Not accomplished. Deadline missed. The operational plan was issued to all CHP field Divisions and to OTS on March 2, 2006.

3. To obtain and analyze Department of Motor Vehicles (DMV) data indicating areas/regions containing large density of licensed older adults by May 31, 2006.

Progress: Accomplished. Older licensed adult data was received from DMV and analyzed.

4. To establish a contract with the California State University, Sacramento (CSUS) Foundation to conduct an older driver safety/mobility symposium by June 30, 2006.

Progress: Not accomplished. Deadline missed. The contract with CSUS was approved by the Department of General Services and finalized on September 20, 2006.

5. To establish the contract for a digital video disk (DVD) and video production by June 30, 2006.

Progress: Accomplished. The Department's media contract with Ogilvy Public Relations Worldwide was utilized for the DVD and video production.

6. To coordinate, select locations, and hold a minimum of four task force meetings by September 30, 2007.

Progress: Accomplished. The OCTS Task Force met seven times during the Program Operations Phase.

7. To coordinate, select locations, and hold a minimum of eight task force workgroup meetings by September 30, 2007.

Progress: Accomplished. The OCTS Task Force workgroup met 22 times during the Program Operations Phase.

8. To coordinate, select locations, and hold, within CHP Areas/Divisions a minimum of eight older driver safety events by September 30, 2007.

Progress: Accomplished. Eight older driver safety events were conducted during the Program Operations Phase.

9. To coordinate the services of departmental retired senior volunteers at older driver safety events by September 30, 2007.

Progress: Accomplished. Services of departmental retired senior volunteers at older driver safety events and in support of the "Stay Vital" PowerPoint presentations were provided statewide in support of the project.

10. Under contractual agreement conduct an older driver safety/mobility symposium by September 30, 2007.

Progress: Accomplished. The Senior Safe Mobility Summit, as coordinated under contract with CSUS, was conducted on October 26, 2006, at the Hyatt Regency in Newport Beach, California.

- 11. To conduct a public awareness campaign to include:
 - a. Issuance of a press release announcing the "kick-off" of the project by March 31, 2006.

Progress: Accomplished. A press release announcing the "kick-off" of the project was issued on March 27, 2006.

b. Distribution of education materials and/or promotional items at appropriate venues by September 30, 2007.

Progress: Accomplished. Educational materials were distributed in support of the project. Promotional items were not distributed because of the recent discovery of toxins in some items produced outside of the United States.

c. To conduct at least one public affairs officer (PAO) presentation per CHP field Division, per quarter, during the Program Operations Phase by September 30, 2007.

Progress: Not accomplished. Deadline missed. The CHP field Divisions were unable to meet this objective due to conflicting priorities. However, PAOs provided presentations to over 164,000 seniors by the end of the grant.

d. Issuance of a post-project press release by November 30, 2007.

Progress: Not Accomplished. Deadline missed. The press release was issued on January 10, 2008.

e. Production and distribution of an older driver sensitivity instructional DVD/video at appropriate venues by December 31, 2007.

Progress: Accomplished. The DVD was officially released on December 18, 2007. Copies were distributed to over 500 senior centers, 33 area Agencies on Aging, and other senior/aging stakeholder organizations throughout the state. Additionally, the DVD has been posted to the CHP Internet Web site for public viewing.

PROJECT DESCRIPTION

The project was a 27-month statewide public awareness campaign to enhance and improve the safety/mobility of California's growing number of senior drivers. The project's focus was to deploy the Department's Public Affairs Officers (PAO) throughout the state to deliver a standardized traffic safety/mobility presentation. These presentations included assistance from the Department's Retired Senior Volunteers. The project was also enhanced by the CHP and its OCTS Task Force partners in its collaborative senior driver safety events including the first ever Senior Safe Mobility Summit held in October 2006.

METHODOLOGY/CHRONOLOGY

The following provides a chronological description of project activities as reflected in the Project Agreement:

Phase 1 – Program Preparation (October 1, 2005, through March 31, 2006)

• Complete the language assessment.

The language assessment, completed on February 28, 2006, identified English and Spanish for use in developing materials to support the grant.

• Develop the operational plan and promptly issue the plan to affected commands.

The operational plan was completed and issued to all eight CHP field Divisions and OTS on March 2, 2006.

- Submit requests, draft, and execute contracts to start July 1, 2006, for symposium and DVD/video production.
- Submit copies of executed contracts to OTS.

Upon receiving official OTS approval, the preparation began to secure the symposium and DVD/video production contracts. The symposium contract with CSUS was submitted in early March 2006 and finalized and submitted to OTS on September 27, 2006. The CHP's existing Public Relations contract was utilized to secure production of the DVD. As such, OTS was sent a copy of the departmental contract along with the DVD creative brief on June 30, 2006.

- Select educational materials and/or OTS-approved promotional items.
- Prepare purchase requisitions for submission after OTS' official funding authorization.

This task was delayed for several months due to operational needs. Selection of educational and promotional items occurred during the Program Operations Phase.

• Issue the "kick-off" media release after appropriate reviews/approvals.

The press release was issued on March 27, 2007.

- Plan venues for safety presentations and distribution of educational materials/promotional items.
- Coordinate with allied/other agencies, as required.

The Department's PAOs and OCTS Task Force partners were consulted concerning appropriate presentation venues.

• Accomplish any other preparations necessary for timely project implementation.

Administrative electronic files to capture grant expenditures and to monitor grant progress were developed. Additionally, meetings with Grants Management Unit and Administrative Services Division were held to ensure proper handling of the grant.

Phase 2 – Program Operations (April 1, 2006, through September 30, 2007)

• Deploy uniformed personnel on overtime in support of project goals and objectives.

CHP field Division grant coordinators worked with their respective Areas to schedule senior presentations each quarter. Area PAOs provided presentations to over 164,000 seniors by the end of the grant.

• Develop, order, and distribute educational materials and promotional items at appropriate venues. (Five samples will be forwarded to OTS.)

Educational materials and promotional items were selected and ordered in the Program Operations Phase. The educational items were distributed. Unfortunately, the promotional items were not be distributed during this grant because of procurement delays caused by the recent discovery of toxins in some items produced outside of the United States. If the items procured are found to be free of toxins they will be distributed at future events.

• Conduct presentations by PAOs at appropriate venues and distribute project educational materials and promotional items.

This task was partially accomplished. CHP Area PAOs conducted several presentations within their respective Areas reaching over 164,000 seniors. Due to delays in the requisitioning process, educational and promotional items were not available to be distributed.

- Partner with stakeholder organizations/entities and CSUS in coordinating and conducting the driver safety events and symposium.
- Conduct task force meetings with allied/stakeholder agencies, as required.

OCTS Task Force partners played an integral part in the success of the first ever Senior Safe Mobility Summit as coordinated by CSUS, and held in Newport Beach on October 26, 2006. The knowledge, expertise, and wide reaching networks of the task force allowed the CHP to conduct a groundbreaking conference. It was the first time in California that recognized national, state, regional, and local older adult subject matter experts gathered to provide pertinent, timely older driver safety/mobility information to practitioners.

The CHP was required to conduct four OCTS Task Force meetings and eight OCTS Task Force workgroup meetings during the Program Operations Phase. The CHP exceeded these required meetings by facilitating seven OCTS Task Force meetings and 22 OCTS Task Force workgroup meetings.

• Produce and distribute an older driver sensitivity instructional DVD/video at appropriate venues.

An instructional DVD to encourage active participation by baby boomers in assisting their loved ones when driving is no longer an option was finalized on May 11, 2007. The DVD was officially released to the public at a press conference held at the Ethel Hart Senior Center in Sacramento on December 18, 2007. Copies of the DVD were provided to over 500 senior centers in California, 33 area Agencies on Aging, and numerous senior stakeholder organizations. Additionally, the DVD was made available to the public via the CHP, DMV, and Department of Aging Web sites beginning in December 2007.

• Draft the post-project press release for appropriate reviews/approvals in preparation for issuance by the due date during the Data Gathering and Reporting Phase.

The post-project press release was disseminated on January 10, 2008.

• Report progress toward the project goals and objectives by the Office of Primary Interest in Quarterly Performance Reports (QPR) through channels to OTS.

All quarterly reports were completed and submitted through the appropriate channels within established timeframes.

<u>Phase 3 – Data Gathering and Reporting</u> (Throughout Project Period)

The post-project press release will be issued.

The post-project press release was disseminated on January 10, 2008.

Agencies are required to collect and report quarterly, appropriate data that support each of the goal's and objective's progress.

All pertinent data in support of each of the goals and objectives was included in each quarterly report.

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated into QPRs. QPRs for the quarter ending September 30th, will include year to date comparisons of goals and objectives. If required, the Quarterly Evaluation Data Form, Schedule C, will be completed each quarter and submitted as part of the QPR.

Due to the public awareness focus of this grant project, the use of statistical data to support achievement of goals and objectives was not applicable.

Phase 4 - Final Report and Executive Summary (January 1, 2008)

The Final Report is due to OTS by February 28, 2008.

The Final Report was prepared in accordance with OTS guidelines and submitted for review through the CHP chain of command on January 21, 2008.

PROBLEMS

Because of reports concerning the toxicity of promotional items produced outside of the United States, procurement, delivery, and distribution of such items was delayed. The CHP is awaiting a determination by the State of California concerning the disposition of these items upon their delivery to the Department. Items that are approved will be distributed at future older driver events.

RESULTS

This project was successful as measured by the depth of the public awareness/outreach effort completed during the project. The CHP provided information to over 164,000 seniors at presentations made on a statewide basis using a standardized PowerPoint program developed for the project entitled, "Stay Vital." The "Stay Vital" program was used by CHP Area PAOs to provide consistent, pertinent safety/mobility information to seniors. Additionally, OCTS Task Force partners, using their own senior outreach programs, reached several thousand seniors with relevant safety information. As a combined effort of the CHP and its task force partners, the Senior Safe Mobility Summit, a groundbreaking event, was held in Newport Beach and was well attended. The Summit, which brought together national, state, and local older adult experts, was so successful the CHP and its OCTS Task Force partners are poised to continue the event on an annual basis. In terms of cost effectiveness, the CHP was able to conduct the Summit for approximately one-half of the budgeted amount of \$100,000 while providing a meaningful, pertinent event. Lastly, the DVD was met with an overwhelming positive response. The CHP has widely disseminated the DVD to senior stakeholder organizations and has received countless requests from the public. To that end, the DVD has been posted on the CHP Web site for guaranteed public access.

During the life of the grant, a total of \$411,518.43 was expended in the Personnel Costs, Travel, Contractual Services, and Other Direct Costs categories. The CHP has submitted a proposal to OTS to carry over the remaining funding of \$148,558.39 to continue the momentum of California's leadership role in addressing older driver safety/mobility.

DOCUMENTATION

Numerous documents were produced in association with this project. "Stay Vital" is an informational presentation that covers a variety of topics important to seniors, including, driving skills, rules of the road, health and flexibility, nutrition, the effects of medication, and mobility options. It can be found in Annex D.

Annex E contains the Senior Safe and Mobile Summit Program Guide. Contained in the guide are speaker biographies, PowerPoint presentations, and handouts from the Summit.

RECOMMENDATIONS

The CHP is proud to lead California's effort to address older driver safety/mobility. Through this grant project, California, including CHP and OTS, has earned special recognition and is looked upon as a leading authority for senior traffic safety/mobility. Most importantly, many seniors and other roadway users in California have benefited from this outreach effort. However, there is much more work to be done. Therefore, it is recommended that subsequent grants be sought to further enhance and protect the senior population of California that will grow to approximately six million by the year 2020.

Annex A

Older Drivers Driving Safer and Longer PS0616 Project Agreement



State of California

PROJECT NUMBER PS0616

OFFICE OF TRAFFIC SAFETY **GRANT AGREEMENT**

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE

OLDER DRIVERS DRIVING SAFER AND LONGER

2. NAME OF APPLICANT AGENCY CALIFORNIA HIGHWAY PATROL (CHP) 4. PROJECT PERIOD

Month - Day - Year

3. AGENCY UNIT TO HANDLE PROJECT

PLANNING AND ANALYSIS DIVISION (PAD)

From: 10-01-05

To: 12-31-07

5. PROJECT DESCRIPTION (Provide an overview of the project activities that will address the problem statement, in approximately 100 words. Space is limited to six lines.)

This project addresses the increase in the number of older drivers, pedestrians, and bicyclists using California roadways by supporting older driver task force efforts, conducting driver safety events, and coordinating a symposium addressing older adult traffic safety issues. This project will also focus on accomplishing a minimum of three action items set by the 2002 Older Adult Traffic Safety (OATS) Task Force and develop an organized system to disseminate older adult traffic safety information to the public.

This project focuses on older adult traffic safety through enhanced public awareness. The overall goal is to improve the safety of older Californians and to make seniors aware that they can keep driving if they maintain their health through involvement in their communities.

\$411.518.43

7. APP	PROVAL SIGNATURES						
A. PROJECT DIRECTOR			B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY				
NAME:	J. E. MeLAUCHLIN	PHON	E:(916) 657-4098	NAME:	K. P. GREEN	PHON	E: (916) 657-7194
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	(Signature)	_ /2	/11/0) (Date)		(Signature)		2/12/07 (Date)
Ć/ 1	FISCAL OR ACCOUNTING OFFI	CIAL		D.	OFFICE AUTHORIZED TO REC	EIVE PA	YMENTS
NAME:	M S EPPS	PHONE	E: (916) 375-2733	NAME:	Fiscal Management Section	\m	

M. S. EPPS

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Fiscal Management Section

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(Signature)

SCHEDULE A

PROJECT No.: PS0616

PROJECT DESCRIPTION

Page 1

PROBLEM STATEMENT

Between 1990 and 2020, the percentage of older Californians is expected to double in size, with those 85 years and older representing the fastest growing segment of California's population. Aging baby boomers are influencing this incredible growth of California's older adult population. With the first of California's baby boomers reaching age 60 in 2006, the aging population will increase at a tremendous rate. Future generations are likely to live longer than their parents, and driving is anticipated to remain a preferred mode of transportation. The number of older drivers, bicyclists, and pedestrians using California's roadways is also expected to increase.

According to the California Task Force on Older Adults and Traffic Safety (OATS) Report, traffic collisions continue to be a major cause of serious injury to California's seniors. Traffic collisions involving seniors cost Californians an average of over \$226 million per year. Persons 65 and older are most likely to receive fatal injuries as a pedestrian, when compared with persons from any other age group, all of which underscores the pressing need to further build and maintain a statewide traffic safety system that addresses the older adult.

PERFORMANCE MEASURES

PROJECT GOALS

- 1. To improve the safety of older Californians and to make seniors aware that they can keep driving if they maintain their health and involvement in their communities by September 30, 2007.
- 2. To continue providing a comprehensive traffic safety education outreach effort for older drivers through September 30, 2007.

PROJECT OBJECTIVES

- 1. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by February 28, 2006.²
- 2. To issue an operational plan³ establishing the method of operation and the policies applicable to carry out the grant program to all California Highway Patrol (CHP) Field Divisions, and submit a copy to the Office of Traffic Safety (OTS) by February 28, 2006.

¹ Information obtained from California Task Force on Older Adults and Traffic Safety (OATS) Report, "Traffic Safety Among Older Adults: Recommendations for California," August 2002.

² Project materials will accommodate identified needs.

³ The operational plan will contain a strategic distribution of allocated overtime hours.

SCHEDULE A

PROJECT No.: PS0616

PROJECT DESCRIPTION

Page 2

- 3. To obtain and analyze Department of Motor Vehicles (DMV) data indicating areas/regions containing large density of licensed older adults by May 31, 2006.
- 4. To establish a contract with the California State University Sacramento (CSUS) Foundation to conduct an older driver safety/mobility symposium by June 30, 2006.
- 5. To establish the contract for a digital video disk (DVD) and video production by June 30, 2006.
- 6. To coordinate, select locations, and hold a minimum of four task force meetings by September 30, 2007.
- 7. To coordinate, select locations, and hold a minimum of eight task force workgroup meetings by September 30, 2007.
- 8. To coordinate, select locations, and hold, within CHP Areas/Divisions a minimum of eight older driver safety events by September 30, 2007.
- 9. To coordinate the services of departmental retired senior volunteers at older driver safety events by September 30, 2007.
- 10. Under contractual agreement conduct an older driver safety/mobility symposium by September 30, 2007.
- 11. To conduct a public awareness campaign to include:
 - a. Issuance of a press release announcing the "kick-off" of the project by March 31, 2006.
 - b. Distribution of educational materials and/or promotional items at appropriate venues⁴ by September 30, 2007.
 - c. To conduct at least one public affairs officer (PAO) presentation per CHP Field Division, per quarter, during the Program Operations Phase by September 30, 2007.
 - d. Issuance of a post-project press release by November 30, 2007.

⁴ Promotional incentive items may include key rings, badges, T-shirts, hats, wristbands, etc. Educational materials may include bumper stickers, posters, stickers, poster and essay contests, pledges, books, press kits, pamphlets, etc. The traffic safety message will be project-related. Planned venues for distribution include traffic safety presentations, community events, CHP informational booths, etc.

Page 3

PROJECT DESCRIPTION

e. Production and distribution of an older driver sensitivity instructional DVD/video at appropriate venues by December 31, 2007.

METHOD OF PROCEDURE

A 27-month traffic safety project providing public education and awareness will be conducted. The project will be completed in four phases: 1) Program Preparation, 2) Program Operations, 3) Data Gathering and Reporting, and 4) Final Report and Executive Summary.

Phase 1 - Program Preparation (October 1, 2005, through March 31, 2006)

All necessary preparatory actions will be accomplished to affect a prompt and smooth transition to the Program Operations Phase. Preparatory actions include the following:

- Complete the language assessment.
- Develop the operational plan and promptly issue the plan to affected commands.
- Submit requests, draft, and execute contracts to start July 1, 2006, for symposium and DVD/video production.
- Submit copies of executed contracts to OTS.
- Select educational materials and/or OTS-approved promotional items.⁵
- Issue the "kick-off" media release after appropriate reviews/approvals.
- Plan venues for safety presentations and distribution of educational materials/promotional items.
- Prepare purchase requisitions for submission after OTS' official funding authorization.
- Coordinate with allied/other agencies, as required.

⁵ All promotional items (items of nominal value given to the public as incentives for project support) must be specifically approved by OTS before items are ordered.

⁶ CHP regulations also specify requirements for internal organizational approval of news releases prior to issuance.

PROJECT DESCRIPTION

• Accomplish any other preparations necessary for timely project implementation.

Phase 2 - Program Operations (April 1, 2006, through September 30, 2007)

Project-related operations/activities will be completed and results will be provided to OTS in Quarterly Performance Reports (QPRs). Activities include the following:

- Deploy uniformed personnel on overtime in support of project goals and objectives.
- Develop, order, and distribute educational materials and promotional items at appropriate venues. (Five samples will be forwarded to OTS.)
- Conduct presentations by PAOs at appropriate venues and distribute project educational materials and promotional items.
- Partner with stakeholder organizations/entities and California State University Sacramento in coordinating and conducting the driver safety events and symposium.
- Conduct task force meetings with allied/stakeholder agencies, as required.
- Produce and distribute an older driver sensitivity instructional DVD/video at appropriate venues.
- Draft the post-project press release for appropriate reviews/approvals in preparation for issuance by the due date during the Data Gathering and Reporting Phase.
- Report progress toward the project goals and objectives by the Office of Primary Interest in QPRs through channels to OTS.

Phase 3 - Data Gathering and Reporting (Throughout Project Period)

The post-project press release will be issued.

Agencies are required to collect and report quarterly, appropriate data that support each of the goal's and objective's progress.

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated into QPRs. QPRs for the quarter ending September 30th, will include year to date comparisons of goals and objectives. If required, the Quarterly Evaluation Data Form, Schedule C, will be completed each quarter and submitted as part of the QPR.

⁷ QPRs will clearly indicate any changes to previously reported data.

SCHEDULE A

PROJECT No.: PS0616

PROJECT DESCRIPTION

Page 5

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.

Reports shall be completed in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7, and submitted in compliance with the signed Acceptance of Conditions and Certifications (OTS-33) included within this agreement.

Phase 4 - Final Report and Executive Summary (January 1, 2008)

Begin the Final Report and Executive Summary for the project in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. The Final Report will be submitted to the Grants Management Unit by January 31, 2008, and to OTS within 60 days after the grant ends by February 28, 2008.

METHOD OF EVALUATION

Using the data compiled in Phase 3, the project manager will evaluate: (1) how well the stated project goal(s) and objectives were accomplished, (2) if all the activities outlined in the "Method of Procedure" were performed in accordance with the project agreement, and (3) the project's cost effectiveness.

ADMINISTRATIVE SUPPORT

This program has the full support of CHP Executive Management. Every effort will be made to continue the activities after the project's conclusion.

SCHEDULE B PAGE 1 DETAILED BUDGET ESTIMATE PROJECT NO. PS0616

	=:00:	VPAD /EV ====		
		- YEAR (FY) ESTIN	MATES	
COST CATEGORY	FY-1 10/1/05 thru 9/30/06 Actual Costs	FY-2 10/1/06 thru 9/30/07 Actual Costs	FY-3 10/1/07 thru 12/31/07	TOTAL COST TO PROJECT
A. PERSONNEL COSTS				
(Positions and salaries. Hours/rates are approximations only. See Schedule B-1 for details.) <u>Uniformed Overtime Hours</u>				
1. Officer (Public Affairs Officers [PAO] Traffic Safety Presentations)	407.074.40			407.07.4.4
3/1/6 - 9/30/06 = 10/1/06 - 9/30/07	\$37,274.16	\$107,374,77		\$37,274.16 107,371:77
2. Sergeant (Supervision) 3/1/06 - 9/30/06 10/1/06 - 9/30/07	4,027.32	7,376.93		4,027.32 7,376.93
3. Uniformed Overtime Benefits @ 11.721% @ 9.374%	3,873.64	10.844.35		3,873.64 10,844.35
Nonuniformed Overtime Hours				•
4. Associate Governmental Program Analyst 3/1/06 - 9/30/06 10/1/06 - 9/30/07	309.28	######################################		309.28 1,611.24
5. Staff Services Analyst 3/1/06 - 9/30/06 10/1/06 - 9/30/07	297.68	- 2 1497 08		297.68
6. Clerical Support 3/1/06 - 9/30/06 10/1/06 - 9/30/07	1,287.51	1,631,96		1,287.51 4,631.96
7. Graphic Designer III 1/1/06 - 9/30/06	0.00			0.00
8. Nonuniformed Overtime Benefits @ 15.504% @ 15.011%	282.34	858.31	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	282.34 858.31
Category Sub-Total	\$47,351.93	\$132,191.64	\$0.00	\$179,543.57

SCHEDULE B PAGE 2 DETAILED BUDGET ESTIMATE PROJECT NO. PS0616

	y			
	FISCAL	YEAR (FY) ES	TIMATES	
	FY-1	FY-2	FY-3	7
COST CATEGORY	10/1/05	10/1/06	10/1/07	TOTAL COST
	thru	thru	thru	TO PROJECT
·	9/30/06 Actual Costs	9/30/07 Actual Costs	12/31/07	
B. TRAVEL EXPENSE	Actual Costs	ACIDAL GOSIS		
B. TRAVEL EXPENSE	I	NESCO COLLEGE		T
1. In-State	\$1,009.54	\$9,162.10	850.00	\$11,011,64
		2.000		The state of the s
2. Out-of-State	0.00	3,784.28		3,734,28
Cotomoni Sub Total	£4 000 E4		****	
Category Sub-Total C. CONTRACTUAL SERVICES	\$1,009.54		\$850.00	
G. GONTIAGTOAL GERTIGES				l ·
1. California State University Sacramento (CSUS)	\$0.00	447 \$45,026.68		\$45,026.68
Foundation				
2. DVD/Video Production	6,080.00	計算(18-9)57)		124(395,71
Category Sub-Total	\$6,080,00	/编数:352 注意 \$1 63:342/39	\$0.00	#E \$169,422.39
D. EQUIPMENT	φυ,υου.υυ	rentanio della cita	Ψ0.00	#### ## ##############################
Category Sub-Total	\$0.00		\$0.00	\$0.00
E. OTHER DIRECT COSTS (Includes sales tax, as applicable. See Schedule B-1.)				
(includes sales tax, as applicable. See Scriedule B-1.)				
1. Educational Efforts and Materials	\$0.00	## #\$22,083 ,95		\$22.083.95
			·	ANY ANNO AND AND AND SOMEON LANGUAGE PROPERTY.
2. Promotional Items	0.00	\$0.00	22,664.95	22,664.95
·		12 14 X 5 50		
3. Table Top Display Unit	0.00	2 Maria 77 A 0.00		##E ### [III-10,00
4. Minor Equipment	0.00	75	1,394.29	90 1001
4. Willot Equipment	0.00		1. S. 1.	
5. Office Supplies	0.00	896.64	636.72	1,533,36
			en avan veterinte rocke peter reinigen bet in 1992 i 1	nere men en gestad die en gemeentele Stadio VIII en die een 1900 de 1900 de 1900 de 1900 de 1900 de 1900 de 19
6. Services		ter to 1000 Period		
a. Meeting Facility Fees	0.00	\$0,00		0.00
b. Transportation Fees	0.00	- 0.00	امممما	0.00
c. Informational Booth Fees	100.00	0.00 1. * . * . * . * . * . * . * . * . * . *	30.00	130.00
Category Sub-Total	\$100.00	\$22,980.59	\$24,725,96	\$47,806.55
F. INDIRECT COSTS	ψ100.00]			
Category Sub-Total	\$0.00	\$0.00		\$0.00
PROJECT TOTAL	\$54,541.47		\$25,575.96	\$411,518.43

BUDGET NARRATIVE

Page 1

PERSONNEL COSTS

Overtime:

- Sergeant. Overtime is provided for required supervision of project operations/activities.
- Officer. Overtime is provided for public awareness campaign activities (safety presentations, informational booths, etc.).
- Associate Governmental Program Analyst (AGPA)/Staff Services Analyst (SSA). Overtime is provided to research topics for task force and/or workgroup members at CHP field Divisions, and for overtime coordinators in participating commands to accommodate the increased workloads associated with processing, tracking, and reporting usage of grant-funded overtime by both uniformed and non-uniformed personnel. Overtime coordinator functions are normally performed by AGPA or SSA staff, but may also be performed by clerical staff.
- **Clerical Support.** Overtime is provided for clerical staff (Office Services Supervisor I or lower classification) to process the additional documents and to assist in the preparation of project-related documents/reports.
- **Graphics/Photographer Support.** Overtime is provided for staff at the CHP Academy's Graphic Services Unit (a Graphic Designer III or lower classification) to develop project logos and/or other project materials. Allocated overtime may also be used by photographers or other specialized staff, if appropriate, to support this and other OTS project activities.

Benefits:

Funding is provided for the required employee benefits. Benefit rates indicated in the following table (as applicable) were used in calculating estimated costs. Rates indicated were provided by CHP Fiscal Management Section and were current as of the date of drafting of this document. However, rates may subsequently change, if appropriate, based upon standard departmental procedures for updating such rates.

BENEFIT RATES

DESCRIPTION	OVERTIME			
	Uniformed	Non-Uniformed		
OASDI	N/A	6.200%		
Medicare	1.450%	1.450%		
State Compensation	7.924%	7.361%		
Health, Dental, and Vision Retirement	X			
Total	9.374%	15.011%		

OTS-38f (Rev 5/05)

Older Drivers Driving Safer and Longer Rev. 11/2006

SCHEDULE B-1

PROJECT No.: PS0616

BUDGET NARRATIVE

Page 2

Notes:

Overtime hours will be appropriately distributed among participating commands. Unused non-uniformed hours (either overtime or regular) may revert to uniformed hours. In addition, unused clerical support hours may also revert to SSA overtime in lieu of uniformed. Overtime may be used by uniformed staff for court appearances after the Program Operations Phase has ended, but not extended beyond the project period.

Overtime is budgeted for specific positions. However, whenever a person within the specific position classification is not available, a supervisor may fill in. For example, a sergeant may work in place of an officer; a Public Safety Dispatch Supervisor may work in place of a Public Safety Dispatcher; an Office Services Supervisor may work in place of an Office Assistant or Word Processing Technician.

TRAVEL EXPENSE

- In-state. Travel includes expenses associated with: statewide conferences, seminars, presentations, legislative hearings, media interviews, and all other pertinent older adult traffic safety events. Funding will also permit travel by the grant program coordinator, Grants Management Unit (GMU) personnel, and Older Californian Traffic Safety (OCTS) Task Force members in support of the project's goals and objectives. Funding will also permit travel by the grant program coordinator and GMU personnel to attend OTS-sponsored conferences and seminars as determined by CHP Executive Management. Attendance at these events provides the program coordinator and GMU staff an opportunity to exchange pertinent information with task force members and other grant personnel concerning the project and the grant process. All travel is subject to the State Travel Policy.
- Out-of-State. Travel includes: attendance at national and regional conferences and/or training to receive and/or disseminate information regarding California's older adult traffic safety efforts. Additionally, project out-of-state travel funds would provide for attendance at conferences and meetings where older adult traffic safety efforts or other traffic-safety-related issues are discussed or presented, including Congressional training courses. These meetings and conferences will provide an excellent forum for discussion of California's older adult traffic safety efforts, as well as other traffic safety initiatives/ programs, and sharing of information with other states conducting similar projects. All out-of-state travel is to receive prior approval from the Office of Traffic Safety (OTS).

Note: Travel expenses include conference/seminar registration fees as well as hotel, transportation, and per diem costs.

BUDGET NARRATIVE

Page 3

CONTRACTUAL SERVICES

- California State University Sacramento (CSUS) Foundation. Funding is provided to enter into an agreement with the CSUS Foundation to coordinate statewide safety events and the planned symposium.
- **DVD and Video Production.** Funding is provided to create a DVD (two-thirds of total production) and video (one-third of total production). The associated contract will include focus groups, production (research, production, editing, etc.), and packaging (graphics, printing, cover, etc.). Duplication rights will be maintained by the CHP.

EQUIPMENT

No funding is provided for equipment.

OTHER DIRECT COSTS

Notes: The applicable sales tax rate for the point of delivery has been included in the estimated cost of each affected item described. The quantities of appropriate items indicated in this category (child safety seats, bicycle helmets, etc.) are approximations only. Price and/or features will determine the quantity purchased. The intent is to purchase as many items as available funding permits. All educational materials and promotional items purchased under this grant will contain a project-related traffic safety message. The items will also display appropriate logos (as space and cost reasonably permit) in the following order of precedence: 1) project, if applicable; 2) CHP; 3) OTS; and 4) Business, Transportation and Housing Agency (BTH).

- Educational Efforts and Materials. Essential elements of any public awareness campaign. Funding is provided for educational materials which may include such materials as bumper stickers, posters, stickers, poster and essay contests to promote the traffic safety message in support of the public awareness campaign, pledges, books, press kits, pamphlets, brochures, rack cards, and flyers. The production of decals identifying the safety corridor as such (for placement on permanent corridor signs) is also included.
- **Promotional Items.** Promotional items are incentive handouts distributed at appropriate venues to encourage project support by the public. Funding is provided for promotional items which may include such items as pens, cups, bags, pins, key rings, badges, T-shirts, hats, wristbands, etc.

BUDGET NARRATIVE

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In addition, certain corridor projects may focus on specific groups (children, commercial truck drivers, etc.). In those corridor projects, promotional items may also include handouts specifically tailored to the targeted group (bicycle helmets for children, flashlights, compact disk wallets, etc.). Incentive items for task force members are also normally given as a commemorative and interest promoting reflection on traffic safety in the community.

- Table Top Display Unit. Funding is provided for the establishment of CHP informational booths at appropriate venues (conferences, state and local fairs, etc.). Planned costs include booth supplies (table displays, lighting, fans). The table top display unit will be assigned to the OPI in support of the public awareness campaign.
- Minor Equipment. This line item provides necessary support equipment for use by the task force, Academy graphic/photographic support personnel, and other assigned CHP Headquarters project coordinators to meet project objectives. Typically, this could include: office machines (faxing, laminating, binding, or multi-function machines), laptop computers, personal computers, printers, scanners, portable external hard drives, compact disk read-write (CD RW) drives, associated software, liquid crystal display (LCD) projectors and peripherals (screens, audio equipment, etc.), cameras (still or video), television/video camera recorder/digital video disk (TV/VCR/DVD) combinations, and hand-held radar units. Due to cost considerations, all items are normally limited to a maximum of one per participating CHP Area. Accessories, upgrades, and extended warranties may be included for any minor equipment items as appropriate.

Funding is also included for supplies which generally include those needed for operation of support equipment described earlier (memory cards for digital cameras, computer floppy or compact disks, printer cartridges, laminating and binding materials, paper, etc.).

- Office Supplies. Funding is provided for office and other supplies to directly support activities. Project-related activities require office and other supplies for the production, reproduction, and distribution of project materials, documents, and reports. Office/other supplies typically include paper, printer cartridges, velo binding supplies, and desktop tools and supplies.
- Services. Funding provides required support for:
 - a. Meeting Facility Fees. Task force meetings and site surveys.
 - b. **Transportation Fees.** Transportation costs could include rental of appropriate conveyances (buses, vans, etc.).
 - c. **Informational Booth Fees.** Fees associated with establishment of informational booths at appropriate venues.

SCHEDULE B-1

PROJECT No.: PS0616

BUDGET NARRATIVE

Page 5

INDIRECT COSTS

Indirect costs are included as an agency contribution.

PROGRAM INCOME

There will be no program income generated as a result of this project.

APPLICANT AGENCY	OTS PROJECT NUMBER
California Highway Patrol	PS0616

The following are included herein and constitute a part of this Agreement:

1. OTS-38 – Page 1	5. Schedule C – Quarterly Evaluation Data (when required)
2. Schedule A – Project Description	6. OTS-33 – Acceptance of Conditions and Certifications
3. Schedule B – Detailed Budget Estimate	7. General Terms, Conditions, and Certifications (OTS Grant Program Manual, Volume II, Chapter 6.
4. Schedule B-1 – Budget Narrative	Volume II, available on-line at <u>www.ots.ca.gov</u>)

TERMS AND CONDITIONS

It is understood and agreed by the Project Director and Authorizing Official that any grant received as a result of this Agreement is subject to all federal and state regulations governing grants and to those controls expressed in the California Traffic Grant Program Manuals which include, but are not limited to:

REPORTS

- 1. Quarterly Performance Reports and Reimbursement Claims must be submitted by the Project Director to the Office of Traffic Safety by January 31, April 30, July 31, and October 31, during each year of project operation.
- 2. OTS will withhold or disallow grant payments, reduce or terminate grant funds, and/or deny future grant funding anytime a grantee fails to comply with any term or condition of the grant contract or program guidelines (Volume II, Chapter 3.13). This may include, but is not limited to, the following:
 - Failure to submit acceptable and timely reimbursement claims.
 - Failure to submit acceptable and timely quarterly performance reports; and
 - Failure to submit an acceptable and timely Schedule C, Quarterly Evaluation Data (OTS-38g, applies only when a Schedule C has been required.)
- 3. By October 31, "continuing" projects must submit a September 30 claim and a written justification to support carrying forward prior year unexpended funds. September 30 claims and written justifications, supporting the carrying forward of prior year unexpended funds, submitted after November 30, will not be processed. The prior claim (i.e., June 30) will be considered the year-end claim in order to close out the federal fiscal year ending September 30. In addition, prior year unexpended funds will be deobligated and allocated to new projects.

SUBCONTRACTS

4. Consultants and/or subcontractors shall be selected in accordance with the grantee agency procurement policies and procedures in order to comply with the terms of this agreement and in accordance with the OTS Grant Program Manual, Volume II Chapter 6 Procurement & Contract Administration, and Exhibit 6-A General Terms, Conditions, and Certifications.

A fully executed copy of the consultant contract or subcontract and completed Contractual Services Checklist & Questionnaire, OTS 85 shall be submitted to OTS for inclusion in the official project file prior to request for reimbursement.

The grantee, consultant, contractor and/or subcontractor are subject to all conditions and certifications of the Project Agreement and 49 CFR Part 18, and/or CFR Part 19 whichever is applicable.

Services shall be provided subsequent to final execution and signature by both parties to the contract and the work shall be consistent with the start and end dates identified in the Project Agreement. The State is not obligated to make any payment under any agreement prior to final execution or outside the terms of the contract period. Contractor/Applicant Agency expenditures incurred prior to final execution are taken at the risk of that Contractor/Applicant Agency and will be considered unallowable if that agreement/contract is not executed.

AVAILABILITY OF FUNDS

5. If, during the term of the grant award, federal funds become reduced or eliminated, OTS may immediately terminate or reduce the grant award upon written notice to the project director.

REVISIONS

- 6. Project revisions are allowed in accordance with the guidelines detailed in the OTS Volume II, Chapter 3.8 and the revision examples provided in Chapter 3.9. All appropriate documentation required to request a project revision requiring OTS approval (i.e., budget category increases, etc.) must be submitted to OTS.
- 7. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
- 8. Additional terms and conditions identified in the OTS Grant Program Manual, Volume II, Chapter 6, General Terms, Conditions, and Certifications (Exhibit 6-A), are incorporated herein by reference and made a part of this document.

ENFORCEMENT AGENCIES ONLY:

9. Full time personnel funded under this project shall be dedicated in total to traffic law enforcement.

EXCEPT:

- In the case of a criminal offense committed in the officer's presence.
- In the case of response to an officer in distress.
- In the case of a riot where all available personnel must be committed.
- 10. Equipment funded under this project is subject to the same requirements as No. 9 above.

We, the officials named below, hereby swear that we are duly authorized legally, to bind the contractor or grant recipient to the above described terms and conditions. Executed on the date and in the county below, and is made under penalty of perjury under the laws of the State of California.

PROJECT DIRECTOR'S NAME	EXECUTED IN THE COUNTY OF	
T. J. CLARK	Sacramento	
PROJECT DIRECTOR SIGNATURE	DATE EXECUTED	:
> 7/66	1/11/00	
TITLE		
Assistant Chief		
AUTHORIZING OFFICIAL'S NAME	EXECUTED IN THE COUNTY OF	
AUTHORIZING OFFICIAL'S NAME K. P. GROEN	EXECUTED IN THE COUNTY OF Sacramento	
K. P. GROEN	Sacramento	
K. P. GROEN	Sacramento DATE EXECUTED	

Annex B

Project Operational Plan

OPERATIONAL PLAN – PS 0616 Older Drivers Driving Safer and Longer October 1, 2005 – September 30, 2007

PROJECT DIRECTOR

Chief H. A. Acevedo, Planning and Analysis Division (PAD), is the project director and is responsible for ensuring implementation of the Older Drivers Driving Safer and Longer project according to the grant provisions.

PROJECT ADMINISTRATOR

Special Projects Section (SPS) is the Office of Primary Interest (OPI) for the grant project. Captain Joseph Whiteford, SPS, is the project administrator.

Contact Information:

Captain Joseph Whiteford
California Highway Patrol, Special Projects Section
P. O. Box 942898
2555 First Avenue, Room 230
Sacramento, CA 94298-0001
Office: (916) 657-7222

Facsimile: (916) 452-3151

STATEMENT OF THE PROBLEM

Between 1990 and 2020, the percentage of older Californians is expected to double in size, with those 85 years and older representing the fastest growing segment of California's population. Aging baby boomers are influencing this incredible growth of California's older adult population. With the first of California's baby boomers reaching age 60 in 2006, the aging population will increase at a tremendous rate. Future generations are likely to live longer than their parents, and driving is anticipated to remain a preferred mode of transportation. The number of older drivers, bicyclists, and pedestrians using California's roadways is also expected to increase.

According to the California Task Force on Older Adults and Traffic Safety (OATS) Report, traffic collisions continue to be a major cause of serious injury to California's seniors. Traffic collisions involving seniors cost Californians an average of over \$226 million per

¹ Information obtained from California Task Force on Older Adults and Traffic Safety (OATS) Report, "Traffic Safety Among Older Adults: Recommendations for California," August 2002.

year. Persons 65 and older are most likely to receive fatal injuries as a pedestrian, when compared with persons from any other age group, all of which underscores the pressing need to further build and maintain a statewide traffic safety system that addresses the older adult.

PROJECT GOALS

- 1. To improve the safety of older Californians and to make seniors aware that they can keep driving if they maintain their health and involvement in their communities by September 30, 2007.
- 2. To continue providing a comprehensive traffic safety education outreach effort for older drivers through September 30, 2007.

PROJECT OBJECTIVES

- 1. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by February 28, 2006.²
- 2. To issue an operational plan³ establishing the method of operation and the policies applicable to carry out the grant program to all California Highway Patrol (CHP) Field Divisions, and submit a copy to the Office of Traffic Safety (OTS) by February 28, 2006.
- 3. To obtain and analyze Department of Motor Vehicles (DMV) data indicating areas/regions containing large density of licensed older adults by May 31, 2006.
- 4. To establish a contract with the California State University Sacramento (CSUS) Foundation to conduct an older driver safety/mobility symposium by June 30, 2006.
- 5. To establish the contract for a digital video disk (DVD) and video production by June 30, 2006.
- 6. To coordinate, select locations, and hold a minimum of four task force meetings by September 30, 2007.
- 7. To coordinate, select locations, and hold a minimum of eight task force workgroup meetings by September 30, 2007.
- 8. To coordinate, select locations, and hold, within CHP Areas/Divisions a minimum of eight older driver safety events by September 30, 2007.

² Project materials will accommodate identified needs.

³ The operational plan will contain a strategic distribution of allocated overtime hours.

- 9. To coordinate the services of departmental retired senior volunteers at older driver safety events by September 30, 2007.
- 10. Under contractual agreement conduct an older driver safety/mobility symposium by September 30, 2007.
- 11. To conduct a public awareness campaign to include:
 - a. Issuance of a press release announcing the "kick-off" of the project by March 31, 2006.
 - b. Distribution of educational materials and/or promotional items at appropriate venues⁴ by September 30, 2007.
 - c. To conduct at least one public affairs officer (PAO) presentation per CHP Field Division, per quarter, during the Program Operations Phase by September 30, 2007.
 - d. Issuance of a post-project press release by November 30, 2007.
 - e. Production and distribution of an older driver sensitivity instructional DVD/video at appropriate venues by December 31, 2007.

PROJECT OVERVIEW

A 27-month traffic safety project providing public education and awareness will be conducted. The project will be completed in four phases: 1) Program Preparation, 2) Program Operations, 3) Data Gathering and Reporting, and 4) Final Report and Executive Summary.

Phase 1 – Program Preparation (October 1, 2005, through March 31, 2006)

All necessary preparatory actions will be accomplished to affect a prompt and smooth transition to the Program Operations Phase. Preparatory actions include the following:

• Complete the language assessment.

⁴ Promotional incentive items may include key rings, badges, T-shirts, hats, wristbands, etc. Educational materials may include bumper stickers, posters, stickers, poster and essay contests, pledges, books, press kits, pamphlets, etc. The traffic safety message will be project-related. Planned venues for distribution include traffic safety presentations, community events, CHP informational booths, etc.

- Develop the operational plan and promptly issue the plan to affected commands.
- Submit requests, draft, and execute contracts to start July 1, 2006, for symposium and DVD/video production.
- Submit copies of executed contracts to OTS.
- Select educational materials and/or OTS-approved promotional items.⁵
- Issue the "kick-off" media release after appropriate reviews/approvals.
- Plan venues for safety presentations and distribution of educational materials/promotional items.
- Prepare purchase requisitions for submission after OTS' official funding authorization.
- Coordinate with allied/other agencies, as required.
- Accomplish any other preparations necessary for timely project implementation.

<u>Phase 2 – Program Operations</u> (April 1, 2006, through September 30, 2007)

Project-related operations/activities will be completed and results will be provided to OTS in Quarterly Performance Reports (QPRs). Activities include the following:

- Deploy uniformed personnel on overtime in support of project goals and objectives.
- Develop, order, and distribute educational materials and promotional items at appropriate venues. (Five samples will be forwarded to OTS.)
- Conduct presentations by PAOs at appropriate venues and distribute project educational materials and promotional items.
- Partner with stakeholder organizations/entities and California State University Sacramento in coordinating and conducting the driver safety events and symposium.
- Conduct task force meetings with allied/stakeholder agencies, as required.
- Produce and distribute an older driver sensitivity instructional DVD/video at appropriate venues.

⁵ All promotional items (items of nominal value given to the public as incentives for project support) must be specifically approved by OTS before items are ordered.

⁶CHP regulations also specify requirements for internal organizational approval of news releases prior to issuance.

- Draft the post-project press release for appropriate reviews/approvals in preparation for issuance by the due date during the Data Gathering and Reporting Phase.
- Report progress toward the project goals and objectives by the Office of Primary Interest (OPI) in QPRs through channels to OTS.

Quarterly Reports	Quarterly Reports	Completed Quarterly
Covering:	Due to PAD:	Report Due to GMS:
1 st Quarter FFY 05/06		
Oct. 1 – Dec. 31, 2005	January 9, 2006	January 17, 2006
2 nd Quarter FFY 05/06		
Jan. 1 – Mar. 31, 2006	April 10, 2006	April 14, 2006
3 rd Quarterly FFY 05/06		
Apr. 1 – Jun. 30, 2006	July 10, 2006	July 14, 2006
4 th Quarter FFY 05/06		
Jul. 1 – Sept. 30, 2006	October 9, 2006	October 13, 2006
1 st Quarter FFY 06/07		
Oct. 1 – Dec. 31, 2006	January 8, 2007	January 12, 2007
2 nd Quarter FFY 06/07		
Jan. 1 – Mar. 31, 2007	April 9, 2007	April 13, 2007
3 rd Quarter FFY 06/07		
Apr. 1 – Jun. 30, 2007	July 9, 2007	July 13, 2007
4 th Quarter FFY 06/07		
Jul. 1 – Sept. 30, 2007	October 8, 2007	October 12, 2007
1 st Quarter FFY 07/08		
Oct. 1 – Dec. 31, 2007	January 7, 2008	January 11, 2008

<u>Phase 3 – Data Gathering and Reporting</u> (Throughout Project Period)

The post-project press release will be issued.

Agencies are required to collect and report quarterly, appropriate data that support the progress of each goal and objective.

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated into QPRs. QPRs for the quarter ending September 30th, will include year to date comparisons of goals and objectives. If required, the Quarterly Evaluation Data Form, Schedule C, will be completed each quarter and submitted as part of the QPR.

⁷ QPRs will clearly indicate any changes to previously reported data.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.

Reports shall be completed in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7, and submitted in compliance with the signed Acceptance of Conditions and Certifications (OTS-33) included within this agreement.

Phase 4 – Final Report and Executive Summary (January 1, 2008)

Begin the Final Report and Executive Summary for the project in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. The Final Report will be submitted to the Grants Management Unit by January 31, 2008, and to OTS within 60 days after the grant ends by February 28, 2008.

PROJECT OPERATION

Structure

SPS is the project OPI, with responsibilities to coordinate and manage required administrative activities. Each Division receiving the project's overtime hours is responsible for ensuring that the grant guidelines, as outlined in this statewide operational plan, are followed. When necessary, SPS will coordinate with CHP Division public affairs coordinators to arrange older adult traffic safety presentations. All required reporting to SPS, Grants Management Unit (GMU) is to be completed in a timely manner.

Supervision

It is the responsibility of each Division and Area to provide adequate supervision of project public awareness efforts. Sergeant overtime should be used for scheduling and other administrative activities related to the project.

Public Awareness

SPS will coordinate the issuance of a "kick-off" press release by March 31, 2006. Division public affairs coordinators will ensure their respective Divisions conduct at least one older adult traffic safety/mobility event per quarter by September 30, 2007. SPS will ensure Divisions receive educational materials and/or promotional items for dissemination by September 30, 2007. SPS will coordinate with selected Field Divisions to conduct eight safety events which will include assistance from Retired Senior Volunteer Program staff by September 30, 2007. SPS will also coordinate with the Office of Media Relations and staff assigned to the Office of the Commissioner to produce and distribute an older driver sensitivity video by November 30, 2007. If appropriate, publicity concerning project operations should mention the project is being funded through a grant from the Office of Traffic Safety (OTS).

Expenditure Breakdown

Overtime allocation for personnel will be distributed to equally to each Division. Overtime will also be allocated to Special Projects Section staff for administrative purposes (Annex A, Division Overtime Allocation).

PROJECT ADMINISTRATION (Responsibilities)

Commissioner's Office

A Retired Annuitant, who is a subject-matter expert concerning older adult safety/mobility issues and assigned to the Office of the Commissioner, will serve as a consultant on the project.

Office of Media Relations

Office of Media Relations will be responsible for assisting SPS with the older adult sensitivity video production and distribution. SPS will also consult with Office of Media Relations concerning the required press releases.

Assistant Commissioner, Staff

Assistant Commissioner, Staff, is responsible for designating the project director and ensuring that all aspects of this project are completed according to the specifications outlined in the project agreement.

Planning and Analysis Division Commander - Project Director

The project director is responsible to OTS for the administration of the project in compliance with the terms of the Project Agreement between the CHP and OTS. The project director will be the liaison between Assistant Commissioners Staff, Field, and OTS. The project director will also ensure timely notification to OTS when pertinent changes within CHP Executive Management structure may affect grant document signature authority.

Special Projects Section (SPS)

SPS will serve as the OPI for the coordination, oversight, and administration of the project. SPS will also ensure that the project operations are conducted as specified within the Project Agreement, and all specified responsibilities are completed by the required due dates. Project personnel include Sergeant Cheryl Skare, Research Analyst II Julie Likes, and Staff Services Analyst Lee Ann Reed. SPS personnel can be reached at (916) 657-7222.

Research and Planning Section, Community Outreach and Partnership Unit (COMU)

SPS will work in conjunction with COMU staff to ensure Division Public Affairs Coordinators and Area Public Affairs Officers are aware of and have access to older adult traffic safety/mobility materials and resources.

Academy, Graphic Services Unit and Television Unit

SPS will request assistance from Graphic Services Unit to develop a project logo, educational materials, and other associated projects required to meet the goals and objectives of the grant agreement. SPS will also seek assistance from the Television Unit when video production commences.

Assistant Commissioner, Field

Assistant Commissioner, Field, is responsible for ensuring that field Divisions understand the importance of compliance with applicable Project Agreement requirement, including timely submission of all required reports.

Field Divisions

Each field Division will provide a designated project coordinator who is responsible for operational aspects of the project within that Division.

Division	Coordinator	Phone Number
Northern (101)	AGPA Sue Allison, #A03422	(530) 242-3200
Valley (201)	Officer Don Oxley, #12104	(916) 464-2090
Golden Gate (301)	Officer Braulio Mendieta, #13392	(925) 828-0466
Central (401)	AGPA Pat Heintz, #A10585	(559) 277-7250
Southern (501)	Officer Rebecca Estrada, #16368	(818) 240-8200
Border (601)	Officer Omar Morales #16655	(858) 637-7158
Coastal (701)	Officer Heather Mangus # 14610	(805) 549-3261
Inland (801)	Officer Rosa Ray, #13080	(909) 383-4811

It is the responsibility of each Division PS 0616 project coordinator to track the use of project overtime hours for each phase of the project, and to ensure that overtime usage does not exceed Division allocations (Annex A). In addition, the Division coordinator shall ensure CHP 415s and 71s are correctly completed and submitted on time. If the special project code is not entered correctly, it will be difficult for the Department to submit accurate claims for reimbursement. This could lead to overtime hours being charged incorrectly to a Division's regular overtime allocation. Each Division project coordinator is responsible to prepare a quarterly report (Annex B, Division Quarterly Activity/Overtime Report).

Area commanders will be asked to dedicate their Retired Senior Volunteer staff to learning and executing selected older adult traffic safety/mobility programs as sanctioned by the Department.

Each Field Division will be asked to conduct at least one older adult traffic safety/mobility presentation per quarter through September 30, 2007. Additionally, Field Divisions and/or their respective Areas public affairs coordinators/officers will be asked to participate in eight traffic safety events as outlined in the grant agreement.

Division project coordinators include information in the quarterly report documenting whether or not the Areas/Division is on schedule (Annex B). The report should also include any noteworthy activities related to the project. The report should be forwarded to the SPS project administrator, to be received by the following dates:

Quarterly Reports Covering:	Due Date
3 rd Quarterly FFY 05/06 - Apr. 1 – Jun. 30, 2006	July 6, 2006
4 th Quarter FFY 05/06 - Jul. 1 – Sept. 30, 2006	October 5, 2006
1 st Quarter FFY 06/07 - Oct. 1 – Dec. 31, 2006	January 4, 2007
2 nd Quarter FFY 06/07 - Jan. 1 – Mar. 31, 2007	April 4, 2007
3 rd Quarter FFY 06/07 - Apr. 1 – Jun. 30, 2007	July 5, 2007
4 th Quarter FFY 06/07 - Jul. 1 – Sept. 30, 2007	October 4, 2007

NOTE: QPRs should be submitted electronically to the project administrator. Submit to <u>jlikes@chp.ca.gov.</u>

Area Offices

Each Area Office participating in the PS 0616 project is responsible for managing available overtime hours and for ensuring the duties of those on overtime are consistent with the project's objectives. Areas are also responsible for ensuring project overtime is used only on the specified traffic safety presentations. Areas within each field Division may be requested to participate in older adult traffic safety/mobility presentations and events to satisfy requirements as outlined in the grant project agreement.

Information Services Unit will provide each participating Area with a monthly overtime report (see Highway Patrol Manual, HPM 11.1, Administrative Procedures Manual, Chapter 6, Reimbursable Services, Annex F, Report of Overtime Hours for Reimbursable Special Projects) that details the overtime hours charged to special code <u>269</u>. This report shall be verified, signed, and returned to Accounting Section as required.

TIME KEEPING

Uniformed

The CHP 415, Daily Field Record, will be used for tracking PS 0616 project overtime for uniformed personnel. All provisions of HPM 40.71, CHP 415 Users Manual, shall apply with the following supplemental instructions.

A separate overtime CHP 415 shall be completed for all overtime worked. The CHP 415 shall contain the special code "269" in the "Special" box. The appropriate overtime duty code representative of the activities completed should be entered in the "Overtime Duty Code" box as outlined in HPM 40.71. PS 0616 project activity shall be recorded in the "Overtime" column.

Nonuniformed

Overtime for Office Assistants, Office Supervisors, Staff Services Analysts, and Associate Governmental Program Analysts shall be recorded on the CHP 71, Attendance Report. Overtime hours shall be listed with reference to the PS 0616 project, and **include the special code number "269" in the remarks column**. A copy of the CHP 71 is to be sent to Accounting Section by the month following the pay period in which overtime was worked. Authorized nonuniformed overtime shall be documented on a CHP 71 form and sent with quarterly reports to SPS for tracking purposes.

Clerical overtime is limited to clerical personnel in the Office Services Supervisor I classification and below. Clerical overtime is intended to be used for daily entry and processing of project-related documents.

Annex A: Division Overtime Allocation - Older Drivers Driving Safer and Longer, PS 0616

Uniformed Overtime:

Division	Of	ficer	Ser	geant
	4/1/06 —	10/1/06-	4/1/06 —	10/1/06 -
	9/30/06	9/30/07	9/30/06	9/30/07
Northern (101)	142.5	260	14	26
Valley (201)	142.5	260	14	26
Golden Gate (301)	142.5	260	14	26
Central (401)	142.5	260	14	26
Southern (501)	142.5	260	14	26
Border (601)	142.5	260	14	26
Coastal (701)	142.5	260	14	26
Inland (801)	142.5	260	14	26
Total	1,140	2,080	114	208

Non-Uniformed Overtime:

Division/Area	AG	SPA	SS	SA	Clerical	Support
	4/1/06 -	10/1/06-	4/1/06 -	10/1/06-	4/1/06 -	10/1/06-
	9/30/06	9/30/07	9/30/06	9/30/07	9/30/06	9/30/07
Northern (101)	4	8	4	8	7	13
Valley (201)	4	8	4	8	7	13
Golden Gate (301)	4	8	4	8	7	13
Central (401)	4	8	4	8	7	13
Southern (501)	4	8	4	8	7	13
Border (601)	4	8	4	8	7	13
Coastal (701)	4	8	4	8	7	13
Inland (801)	4	8	4	8	7	13
SPS (052)	3	4	3	4	7	4
Total	35	70	35	70	63	108

NOTE: Unused non-uniformed hours (either overtime or regular) may revert to uniformed hours. Overtime is budgeted for specific positions. However, whenever a person within the specific position classification is not available, a supervisor may fill in. For example, a sergeant may work in place of an officer; a Public Safety Dispatch Supervisor may work in place of a Public Safety Dispatcher; an Office Services Supervisor may work in place of an Office Assistant or Word Processing Technician.

Annex B: DIVISION QUARTERLY ACTIVITY/OVERTIME REPORT DIVISION QUARTERLY OVERTIME/ACTIVITY REPORT

OLDER DRIVERS DRIVING SAFER AND LONGER - PS 0616 April 1, 2006 through September 30, 2007

California Highway Patrol, Special Projects Section (052)

Division _____ Quarter ____

UARTERLY ACTIVITY	
,	
S:	
es No (P	rovide explanation below.)
OVERTIME HOURS SU OFFICER HOURS	MMARY AGPA HOURS
CLERICAL SU	IPPORT HOURS
ENERAL COMMENTS orthy. Also, if the project is not c	on schedule, provide an
	S: PS NO (P OVERTIME HOURS SU OFFICER HOURS CLERICAL SU ENERAL COMMENTS

	•			
		•		
	•			

Annex C

Press Release



CONTACT: Capt. Joe Whiteford, 657-7222; Kent Milton, 657-7202

FOR IMMEDIATE RELEASE

SACRAMENTO, March 30—Roadway safety issues facing California seniors will receive new emphasis through a federal grant that expands programs to help those 65 and older remain competent behind the wheel and make comfortable transitions away from driving when necessary.

CHP Commissioner Mike Brown, chair of the Older Californian Traffic Safety (OCTS) Task Force, said the \$654,374 grant approved by the California Office of Traffic Safety will "let us expand the ways we reach seniors with information that helps them extend their safe driving years. Some of those strategies aren't difficult but they do demand consistent focus. We can make it clear that one huge benefit for staying healthy is added driving years. There are courses to teach people how to do that, and there are ways of self-assessing driving skills."

The Commissioner said the OCTS Task Force is gearing up to spread speakers throughout California "starting with our own CHP public affairs officers. We're training them to take the message to seniors everywhere." The task force also plans to link more closely with the health care community, Area Agencies on Aging, and senior centers to "engage people in the realities of how functional changes may affect driving as people age—and what to do about it.

"We know now that the impact of aging is unique to the individual. We can't predict that driving should cease at any particular age. We can predict that vision declines with age, but adjusting for that is often possible. We know flexibility also suffers with age, but proper exercise can compensate. We know that certain driving situations cause stress for seniors, but modifying driving patterns can reduce tension."

National Institute of Aging calculations show that people who reach age 70 will live on average another 18 to 21 years depending on gender, but both men and women will outlive their driving capability by 6 to 9 years. "The message is: you won't drive forever. Nobody wants to hear that. But thoughtful people know that foresight can allow them to get ready. That's another message we will be sending," the Commissioner said.

The task force recently formed a Mobility Workgroup, charged with stimulating coordinated transportation solutions that offer people options to the passenger vehicle. The group will work closely with organizations like the California Association for Coordinated Transit and the CalTrans Transportation Task Team to promote and publicize these alternatives. Innovative community options known as Supplemental Transportation Programs will be incorporated as well.

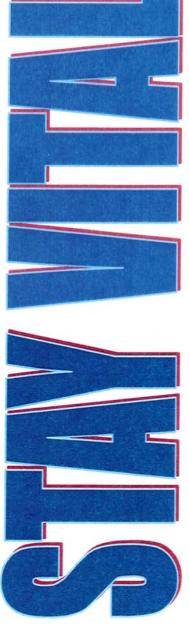
Other task force programs involve highway engineers, traffic police at all levels, the automobile clubs, and driver licensing authorities. "The number of 65-and-older California drivers will more than double by 2030. We need to be ready with answers that help them be safe drivers for as many years as possible, but ready and willing to adapt when they have to stop driving," Commissioner Brown said.

		•	•
	•		

Annex D

"Stay Vital" Presentation Program







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TO THE STATE OF TH





Welcome / Introduction

Overview of today's schedule

Purpose of seminar

Historical perspective

Taking control of your driving future

You can be a better driver

Is it time? There is life after driving

Conclusion





Purpose of Seminar:

- ▶ Driving skills
- Rules of the road
- Age-related physical changes
- Safety features/devices for vehicles
- Health and flexibility
- Medications and effects on driving
- Mobility options
 Mobility options

California Demographics

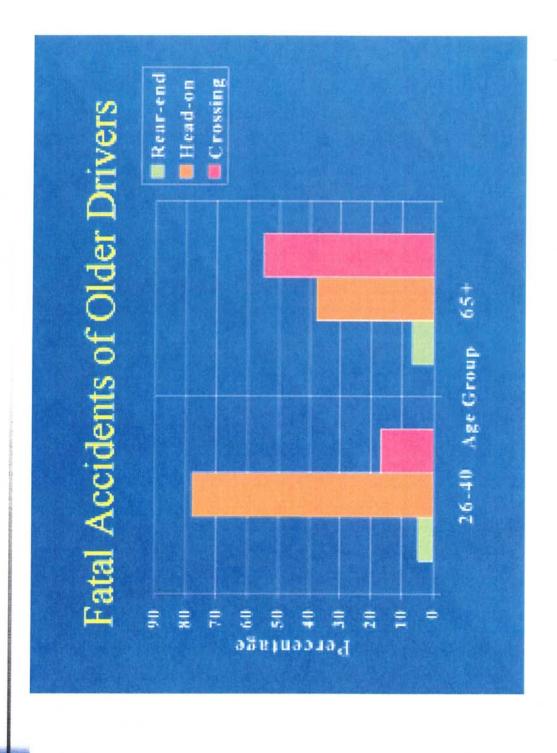
Numbers of People 65 and Older

3 million	3.8 million	4.3 million	5.2 million	9 million	10.1 million
In 1990	In 2000	In 2010	In 2020	In 2030	In 2040

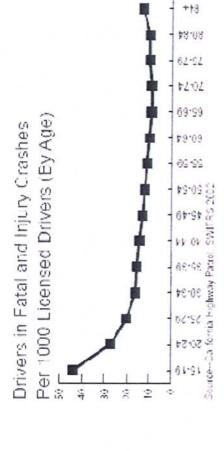
Licensed Drivers 65 and Older

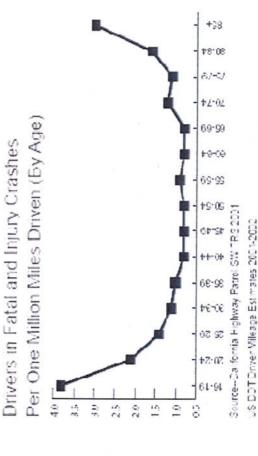
_	-	_	_	_	-
2 million	2.5 million	2.9 million	4 million	6 million	6.9 million
In 1990	In 2000	In 2010	In 2020	In 2030	In 2040

Collision Statistics



Collision Statistics





Driver Involvement in Fatal Collisions by Age

CALIFORNIA DMV CALCULATION OF DRIVER INVOLVEMENT IN FATAL CRASHES, BY AGE (Year 2000) (1.0 is the expected rate of involvement. Overinvolvement produces a number higher than 1.0; under-involvement produces a number less than 1.0)

Drivers aged 15-19	2.40
Drivers aged 20-29	1.43
Drivers aged 30-64	0.82
Drivers aged 65-69	0.57
Drivers aged 70-74	0.84
Drivers aged 75-79	0.95
Drivers aged 80-84	1.02
Drivers aged 85-89	1.69
Drivers aged 90 and up	1.08
Drivers aged 65 and up	0.84



The California Highway Patrol continually strives to maintain roadway safety for all (a few of our programs):

- Safe Routes to School
- Start Smart (Teens)
- Corridor Safety Programs
- Older Californian Traffic Safety Task Force

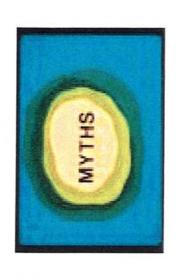
Media Coverage

- Santa Monica farmer's market traffic collision
- Car plows through market, killing 10
- Driver's problem should have been identified sooner

SANTA MONICA, California (CNN) -- An 86-year-old man who drove his midsize Buick through a crowded farmers' market Wednesday told police he couldn't stop and may have hit the accelerator instead of the brake, Santa Monica Police Chief James T. Butts Jr. said.







- Aging is associated with inevitable functional declines that make all older drivers high risk drivers.
- All older drivers know when to restrict or cease driving.
- Elders who stop driving do so because they know it is unsafe to themselves or others.
- Public transportation is an easy choice for older adults who have quit driving.

Vision Changes

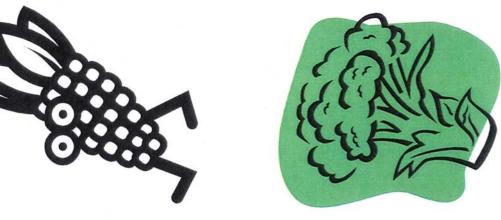
- Visual acuity
- Depth perception
- Contrast sensitivity
- Glare recovery
- Peripheral vision
- Light/Dark adaptation



Nutrition

- Health for the brain
- Health for the eyes

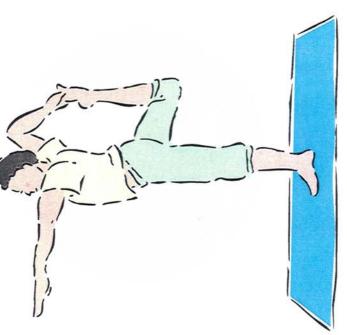




Maintaining body strength, flexibility and energy

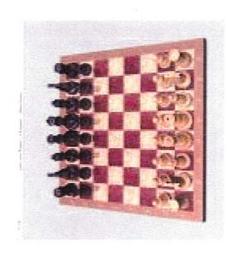


- Endurance
- Balance



Mental vitality, keeping sharp

- Dividing attention
- Stimulating environment
- Keeping your mind active



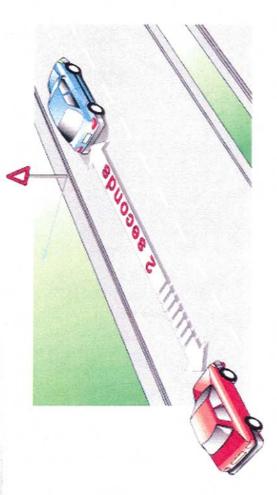


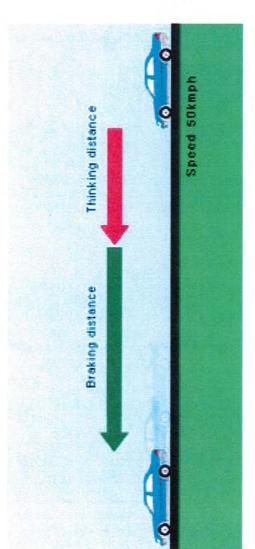
Sleep and Rest





Reaction Time







MultipleMedications

Medications and Alcohol



Things to do before starting your engine:

- Adjust seat and head rest
- Adjust mirrors
- Check lights
- Buckle up
- Gas tank full?
- Do you know your destination?
- Attempt to drive off-peak times using non-freeway routes?





Driving Strategies

- Safe following distance
- Avoid stress
- Avoid distractions

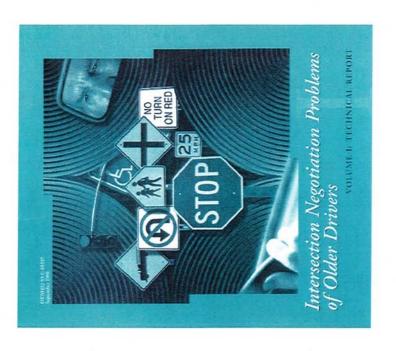






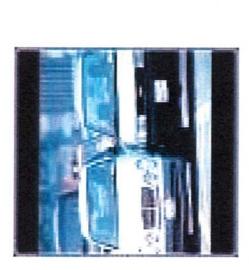
Driving Difficulties

- 1) Making left turns
- 2) Entering/Crossing through roads
 - 3) Intersections
- 4) Driving during inclement weather and at night
- 5) Driving too slow



Rules of the Road

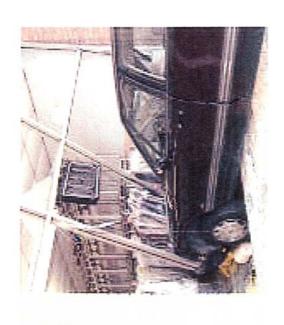
- Seat belts
- Stop lights and stop signs
- Merging
- Lane changes
- Alcohol
 Alcohol





Collision Avoidance

- Blind spots
- Tailgating
- Dangers at intersections
- Entering and leaving freeway:
- High Occupancy Vehicle (HOV)
- lanes
- Freeway driving
- Backing up
- Shopping center parking lots





Is it Time???

- Self evaluation
- License renewal
- The DMV responds to the challenge -Explanation of 3-Tier System
- Changing the driving environment
- Talking it over





Is it Time???

When is it time to give up the Keys???

- Problem solving
- Daylight only driving
- Non-freeway driving
- Non-rush hour driving
- Fair weather only driving



There Is Life After Driving

Mobility Options

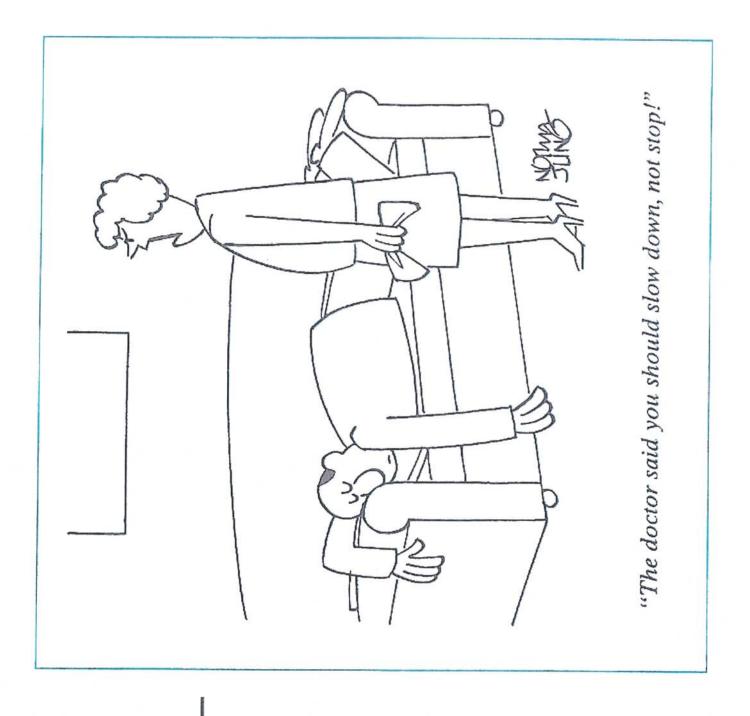
- Family or friends
- Public transportation (buses)
- Paratransit
- Light rail and trains
- Taxi services
- * Bicycle
- Walking
- Supplemental



Other Resources

- Health care professionals
- Law enforcement
- Department of Motor Vehicles
- Public entities
- Transportation agencies
- Private organizations
- Area Agency on Aging
- Senior centers
- California Referral Phone Number: 1-800-510-2020





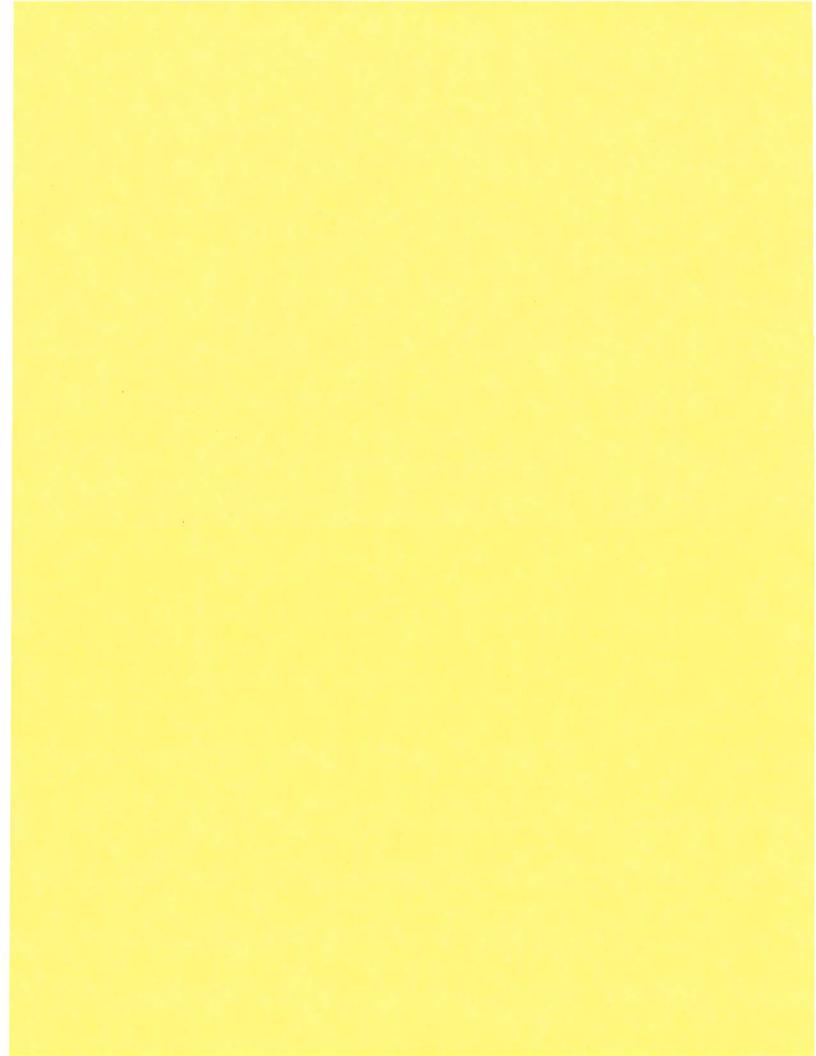


THANK YOU!!!

Your Division Commander

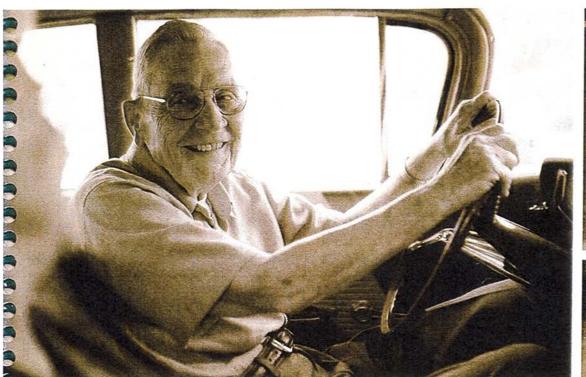
Your Area Commander

You and your office contact information



Annex E

Senior Safe Mobility Summit Program Guide



SPEED



Senior Safe Mobility Summit October 26, 2006 · Hyatt Regency Newport Beach

Senior Safe Mobility Summit

October 26, 2006 • Hyatt Regency Newport Beach







LETTER OF WELCOME

To Those Participating in the Senior Safe Mobility Summit:

Welcome to this one-day intensive on the subjects of older driver safety and mobility. The Older Californian Traffic Safety (OCTS) Task Force, which sponsors this Summit, is pleased you can be here.

Today's agenda promises a wealth of information about subjects in which everyone here has a compelling interest. You will go away armed with new facts, new insights and a renewed determination to make senior transportation an issue of consequence to your organization and the broader community.

We have brought together panels of experts who have many years of experience in the study of senior driver, pedestrian and mobility issues. They have formulated sound policy positions and developed best practices recommendations. California needs to hear these, because we have nearly three million senior drivers on the roads today and will have twice that many by 2030. The arrival at retirement age of the generation we call the "baby boomers" will heighten tensions about the impact of this group on our traffic mix and raise interest in what we are doing to deal with issues and problems.

The OCTS Task Force is well aware of its responsibility to help the public formulate the proper image of older drivers and to fashion appropriate strategies that facilitate senior mobility decisions. Driving is, by choice and by circumstance, the primary transportation mode in California, and what the Task Force does should support maximizing the driving years for those who can remain safely at the wheel. For those who lose this capability, the mechanisms should be in place to assure continuing mobility, which we know is a vital objective.

Thank you again for joining us today. I know the Summit will prove beneficial.

Mike Brown, Commissioner, California Highway Patrol Chair, Older Californian Traffic Safety Task Force

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SUMMIT AGENDA

Thursday, October 26, 2006

7:30 a.m. – 8:30 a.m. Registration and Continental Breakfast

8:45 a.m. - 9:00 a.m. Presentation of Colors

Welcome and Introductions

Mike Brown, Chair, Older Californian Traffic Safety Task Force and

Commissioner, California Highway Patrol

Christopher Murphy, Director, Office of Traffic Safety Lynn Daucher, Assemblymember, Orange County

9:40 a.m. - 9:50 a.m. Pan

Panel Introduction

9:50 a.m. - 11:05 a.m

Panel 1: Global Overview

Alice Bisno, Vice President, Government & Community Affairs,

Automobile Club of Southern California

Joan S. Harris, Senior Policy Advisor, U.S. Department of Transportation

Cynthia Owsley, Professor and Director, Ophthalmology,

School of Medicine at the University of Alabama at Birmingham (UAB)

Sandy Markwood, Chief Executive Officer,

National Association of Area Agencies on Aging

Nina Weiler-Harwell, Program Coordinator, AARP

Senior driving and mobility issues, once specks on the far horizon of societal concern, now loom large in the arena of public awareness. How major interest groups view these subjects—what their research reveals, what solutions they envision, what programs hold the most promise—will be discussed by five expert panelists representing major public and private organizations: The U.S. Department of Transportation, the Automobile Club of Southern California, the Transportation Research Board (an affiliate of the National Academies of Science), The National Association of Area Agencies on Aging, and the AARP. Their varied perspectives will in sum draw an accurate portrayal of how California should view and respond to the mobility needs and safety concerns of the state's rapidly expanding senior population.

11:05 a.m. - 11:15 a.m.

Break

SUMMIT AGENDA

Thursday, October 26, 2006 (continued)

11:15 a.m. - 11:25 a.m.

Panel Introduction

11:25 a.m. - 12:25 p.m.

Panel 2: Mobility

David Koffman, Principal, Nelson/Nygaard Consulting Associates

Nina M. Silverstein, Ph.D., Professor of Gerontology, University of Massachusetts, Boston

Richard Smith, Executive Director, Partnership to Preserve Independent Living,

Senior Advisor, the Beverly Foundation Peter Steinert, Interagency Coordination Liaison, California Department of Transportation

For most Californians, passenger vehicles have long been the desired—and for many the only—source of transport. This singular reliance dissolves for those seniors who find themselves no longer able to drive. What alternatives exist? This panel brings together four experts who will examine transit's emerging role, the fundamentals of community mobility, the growing phenomenon of innovative supplemental transportation systems, and California's now formulating United We Ride Mobility Action Plan, an ambitious coordinative venture which should lead to broader coordination between public modes of transportation and a system which seniors find more welcoming.

12:25 p.m. - 1:25 p.m.

Hosted Lunch

Keynote Speaker

David Manning, Ph.D., Western Regional Administrator, National Highway Traffic Safety Administration

1:25 p.m. - 1:35 p.m.

Panel Introduction

1:35 p.m. - 2:35 p.m.

Panel 3: State Officials

Michael Miles, Deputy Director, California Department of Transportation,

Maintenance and Operations

Charles Fenner, Senior Ombudsman, Department of Motor Vehicles

Mark Horton, MD, State Public Health Officer

Lora Connolly, Acting Director, California Department of Aging

California State Departments are extensively involved in solving senior safety and mobility problems, both as individual agencies with particular responsibilities and as members of the Older Californian Traffic Safety Task Force, where coordination allows development of broad-based cooperative solutions. The State Health Officer and top officials of the Departments of Aging, Motor Vehicles and Transportation will explain their departments' programmatic approaches to assist seniors, how their departmental objectives will be met through future initiatives, and how the unified Task Force approach furthers the accomplishments of stated objectives.

SUMMIT AGENDA

Thursday, October 26, 2006 (continued)

2:35 p.m. – 2:45 p.m. Break

2:45 p.m. - 2:55 p.m. Panel Introduction

2:55 p.m. - 3:40 p.m. Panel 4: Safety

James Santiago Grisolia, MD, Trustee, California Medical Association

Elin Schold Davis, Coordinator AOTA Older Driver Initiative,

American Occupational Therapy Association

Dominick Albano, Vice President, Marketing and Development,

American Society on Aging, San Francisco

Mike Brown, Chair, Older Californian Traffic Safety Task Force and

Commissioner, California Highway Patrol

Seniors rely on their own passenger vehicles as their as their transportation means of choice, for as long as they remain capable. Helping to extend the years of safe operation continues to be a primary objective for various disciplines, several of which will be represented on this panel: The California Medical Association, The American Society on Aging, the American Occupational Therapy Association, and the California Highway Patrol. Helping seniors to remain safe behind the wheel requires astute observation, possible remedial actions, and at times, a determination that driving should cease. This panel incorporates experience in all of these processes and will explore applications which can be useful in California.

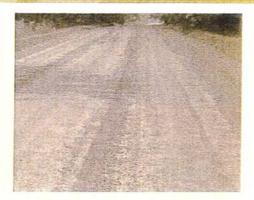
3:40 p.m. - 4:00 p.m. Task Force Accomplishments and Closing Remarks

Mike Brown, Chair, Older Californian Traffic Safety Task Force and

Commissioner, California Highway Patrol







Dominick Albano

Dominick Albano is the Vice President of Marketing and Development at the American Society on Aging (ASA) and oversees community relations, fund development and program evaluation. ASA is national professional association that promotes leadership, knowledge and skills to address the challenges and opportunities of a diverse aging society. With more than 10,000 members, publications subscribers and educational event attendees, ASA is the largest association for professionals working in the field of aging. Mr. Albano works closely with ASA staff and volunteers on ASA's two signature programs for older driver safety. "Car Fit " is an educational program created by ASA and developed in collaboration with AAA (American Automobile Association), AARP and the American Occupational Therapy Association. Car Fit offers older adults the opportunity to 1) Check out how well their personal vehicles "fit" them and 2) Information and materials for community-specific resources and activities that could make their personal vehicles "fit" better, enhance their safety as drivers, or increase their mobility in the community. "Drive Well" is funded by the National Highway Traffic Safety Administration and is a comprehensive information program designed to:

1) Promote community conversations that can lead to increased driver safety and more transportation choices for adults ages 65 and older; 2) Encourage older drivers to change when and how they drive; 3) Prompt older adults to use alternative forms of transportation; 4) Stimulate communities to assess the need for and, if needed, offer more transportation.

Alice Bisno

Alice Bisno is the Vice President of Government & Community Affairs for the Automobile Club of Southern California (AAA) and its affiliated family of companies. The enterprise, the largest affiliate of the AAA, provides motor club and insurance services to nearly ten million members in states as diverse as Texas, California, Hawaii and Maine. The Auto Club has been actively involved in promoting traffic safety for Southern California residents since the Club's founding in 1900. Efforts in recent years focus on child passenger safety teen driving (the Auto Club) sponsored the 1998 graduated driver licensing law) and senior drivers. The Auto Club has conducted considerable research with members on the issues faced by senior drivers and family members and has developed a number of driving safely programs for older drivers. Ms. Bisno is a lawyer and received her undergraduate, graduate and law degree from the University of California at Los Angeles (UCLA)

Michael Brown

The California Highway Patrol (CHP) is one of the nation's largest law enforcement agencies. In September 2004, Governor Schwarzenegger appointed Mike Brown Commissioner of the CHP, commanding 7,200 uniformed and 3,200 non uniformed personnel and a budget in excess of \$1.4 billion. Commissioner Brown has been with the California Highway Patrol for over twenty-eight years and has served in a variety of assignments in both field and staff operations. He has been involved in providing patrol services in the Los Angeles, San Jose, and San Francisco Bay Areas. He has also served as Commander of the San Diego Area and as an Assistant Chief in the CHP's Northern Division which covers the region north of San Francisco and Sacramento. Commissioner Brown also served as Chief of Protective Services Division which provided security and protective services for the State Capitol and dignitary protection to California's elected state constitutional officers and the California Supreme and Appellate Courts. In his staff assignments, Commissioner Brown has been involved in the CHP's departmental planning efforts and the management of numerous specialized programs including commercial vehicle enforcement and vehicle theft. He has also served as the Department's Special Representative to the California Legislature. Commissioner Brown also served as the Department's Deputy Chief of Staff. Prior to his appointment as Commissioner, he served as the Chief of Southern Division, which covers the Los Angeles region and includes over 1,600 employees. Commissioner Brown has also participated in several state and national task forces on such issues as police pursuits, technology, and traffic safety services. He also has served as an associate professor at California State University, Sacramento. Commissioner Brown is a graduate of California State University, Sacramento with a degree in Criminal Justice. He has a master's degree in Criminal Justice from California State University, Los Angeles, and one in Management from Cal Poly, Pomona. He is a graduate of the California Peace Officers' Standards and Training Command College and the Federal Bureau of Investigation's National Academy and National Executive Institute.

Lora Connolly

Lora Connolly is the Acting Director of the California Department of Aging. The California Department of Aging administers the Older Americans Act and Older Californians Act home and community-based services for seniors and adults with disabilities through contracts with 33 Area Agencies on Aging throughout the state. Approximately 560,000 individuals and families are served by these programs annually. The Department also has program oversight for approximately 200 Adult Day Health Care Centers and 56 Alzheimer's Day Care Resource Centers, and administers the Multipurpose Senior Services Program, a Medi-Cal waiver serving over 10,000 seniors throughout the state. Ms. Connolly previously served as an Assistant Secretary at the California Health and Human Services Agency. Prior to this, she served as the Chief of the Department of Health Services (DHS) Office of Long Term Care, with responsibility for the Program of All Inclusive Care for the Elderly (PACE), SCAN, the California Social HMO Demonstration Program, and efforts to develop integrated models of care for persons with disabilities. Ms. Connolly previously served as the Communications Coordinator for the DHS Partnership for Long Term Care program. Before coming to the Department of Health Services, she served as a consultant on aging and long-term care issues at the Assembly Office of Research. Ms Connolly holds a Masters of Science in Gerontology with an emphasis in public policy and administration from the University of Southern California (USC). She frequently writes and speaks on a variety of aging and long-term care issues. She has also conducted primary research studies on the victimization of Skid Row elders, service and housing adaptations made to compensate for disability, and factors impacting trauma care center closures.

Lynn Daucher

A teacher by profession, Lynn Daucher authored several measures to improve the quality of Orange County schools. She authored a landmark law that provides greater accountability over school district budgets. She authored AB 1425 to give community college school districts more flexibility in hiring faculty that can better teach vocational skills. She introduced ACA 21 to create Home Rule schools and give parents, teachers and principals more control over the daily operations of our schools. Ms. Daucher's hard work to improve our schools twice earned her recognition as the California School Boards Association "Outstanding Legislator of the Year." During her tenure in the State Assembly, Ms. Daucher fought hard for Orange County taxpayers. She led the successful fight to reform education funding policy for Tax Reform hailed her as a "Hero of the Taxpayer" for her unflagging commitment to lower taxes and limited government spending. Similarly, the California Taxpayers Association has consistently given her an "A" grade for her votes against higher taxes. Both the California Chamber of Commerce and the Orange County Business Council have consistently applauded Ms. Daucher for her unflagging support for the state's business owners.

Charles Fenner

Charles Fenner retired from the Department of Monitor Vehicles (DMV) after 43 years during which time he was the Deputy Director in charge of the Driver Safety Division as well as the Chief Information Officer and in charge of the Vehicle Registration Division. Most recently, he has been the Departments' Senior Ombudsman working with individuals who have driver licensing issues as well as working with DMV staff regarding systems and procedures which effect seniors. Mr. Fenner works with various senior mobility committees and groups to help facilitate education and change.

James Santiago Grisolia

James Santiago Grisolia, M.D., co-chairs the Health Services Workgroup of the OCTS taskforce and represents the California Medical Association at OCTS. In addition to chairing the Driving Committee for the Association of California Neurologists, Dr. Grisolia serves as District I Trustee for CMA and chairs CMA's Long Range Planning Committee. A nationally-recognized consumer advocate, he has chaired the Epilepsy Foundation's national Advocacy Committee in Washington, DC. As a practicing neurologist, Dr. Grisolia works with seniors and other patients who have medical challenges to driving and mobility on a daily basis.

David Manning

David Manning, Ph.D., has served as the National Highway Traffic Safety Administration (NHTSA), Western Region Administrator since February 1999. Western Region has responsibility for the states of Arizona, California, Hawaii and Nevada, as well as the territories of American Samoa, Guam and the Commonwealth of the Northern Mariana Islands. Prior to joining NHTSA in February 1988, Dr. Manning served for eight years as the Governor's Highway Safety Representative (GR) for Wisconsin where he had the daily responsibility for the leadership and management of the state's highway safety office. In his GR capacity, he served for three years on the Executive Board of the National Association of the Governor's Highway Safety Representatives (NAGHSR) Executive Seminar for four years. In 1996, Dr. Manning was chosen as one of the 10 members of a nationwide team to travel to Australia and New Zealand to conduct an international audit of the safety programs of those two countries. Dr. Manning has his undergraduate degree in Economics from the University of Missouri. He received both his Masters degree in Urban Affairs and his Doctorate in Urban Education from the University of Wisconsin.

Sandy Markwood

Sandy Markwood is Chief Executive Officer for the National Association of Area Agencies (n4a) on Aging.

Ms. Markwood has twenty-five years experience in the development and delivery of aging, health, human services, housing and transportation programs in counties and cities across the nation. Prior to coming to n4a in January 2002, Ms. Markwood served as the Deputy Director of County Services at the National Association of Counties where she took a lead role in research, training, conference planning, program development, technical assistance and grants management. As CEO, Ms. Markwood is responsible for n4a's overall management. She sets strategic direction for the staff, oversees the implementation of all policy, grassroots advocacy, membership and program initiatives.

She also leads n4a's fund-raising efforts and engages corporate sponsors to support critical initiatives, including an aging awards/best practices program and the planned creation of a Leadership Institute for Area Agency on Aging staff. Externally, Ms. Markwood forms strategic partnerships with federal agencies and organizations in aging, human service and health care arenas to enhance the role and recognition of Area Agencies on Aging and Title VI programs. Ms. Markwood holds Bachelors and Masters degree from the University of Virginia.

Michael Miles

Michael Miles is the Deputy Director for Maintenance and Operations for the California Department of Transportation (Caltrans). Mr. Miles, 52, is responsible for overseeing the maintenance and operation of California's 50,000 lane miles of state highway, the department's more than 14,000-piece equipment fleet and the Caltrans Research and Innovation program. He manages a budget of \$1 billion and more than 7,500 employees. A licensed civil engineer, Mr. Miles has been with Caltrans for 17 years, severing in a number of high profile engineering and management positions. Prior to becoming the Deputy Director for Maintenance and Operations, Mr. Miles was the Deputy District Director for Maintenance for Caltrans District 7, which encompasses Los Angeles and Ventura counties. He was responsible for more than 1,182 lane miles of state highway in the two counties that carry an average of 101 million vehicle-miles traveled each day. Mr. Miles also served as the Chief of both the Maintenance and Planning Divisions in Caltrans District 8 office serving Riverside and San Bernardino counties. A native Pomona Mr. Miles earned a civil engineering degree from Cal Poly Pomona. Prior to joining Caltrans, Mr. Miles served eight years in the United States Air Force and worked for General Dynamics in Pomona.

Christopher J. Murphy

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Christopher J. Murphy was appointed Director of the California Office of Traffic Safety (OTS), and the Governor's Highway Safety Representative for the State of California by Governor Arnold Schwarzenegger in August, 2005. Mr. Murphy previously served as Deputy Director since March 2003. He is responsible for administering the California Traffic Safety Program, which includes preparing an annual comprehensive highway traffic safety plan to reduce victims killed and injured in traffic crashes and publishing an Annual Performance Report that details the accomplishments and progress of the California Traffic Safety Program. Within his role, Mr. Murphy oversees the day-to-day operations of the office, including public relations and marketing and is responsible for the administration, distribution and management of \$88 million in traffic safety grants on an annual basis. As Director, Mr. Murphy is also responsible for setting the department's annual strategic goals that include working collaboratively with Agency and other identified departments to extend reach of programs and promote new leadership, proactively looking to address and resolve emerging traffic safety trends and issues, building winning partnerships with private sector entities, funding evidenced-based programs, and evaluating and improving policies and procedures by applying future-oriented concepts of technology and management. Mr. Murphy received the NHTSA Administrator's Award of Excellence for developing the Police Traffic Services Blueprint and, during the past year, the Office received four prestigious marketing awards from local and statewide marketing and public relations organizations. In September 2005, Mr. Murphy was elected Vice Chair of the Governors Highway Safety Association (GHSA). He is also a faculty member of the GHSA Executive Training Seminar for states with new Governors Highway Safety Representatives. Active in the traffic safety community, he is also a member of the Governor's Alcohol Policy Council, California Older Driver Task Force, Drive Smart Sacramento, Traffic Alliance for a Safer California, Corridor Safety Committees and the Statewide Illegal Street Racing Task Force. Mr. Murphy has been with the OTS for 20 years, serving in more positions than anyone in the office's 37-year history. In 1990, he became the Police Traffic Services program coordinator, during which time he managed over 350 law enforcement grants, developed and implemented the "Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement" and the "Statewide Visible Display Radar Trailer Program." He also developed the "Vehicle Impound Blueprint" for local law enforcement that serves as a model of effectiveness and financial sustainability. Mr. Murphy earned his Bachelor of Science degree in Business Administration with a concentration in Accounting from California State University, Sacramento, in 1985.

Cynthia Owsley

Cynthia Owsley was born in Oshkosh, Wisconsin and was raised in Philadelphia and southeastern Connecticut. She received her B.A. degree from Wheaton College, Massachusetts (1975) majoring in Psychology and was elected to Phi Beta Kappa. She received the Ph.D. from Cornell University (1980) in Psychology, concentrating in the area of perceptual development. Following graduate school, Dr. Owsley did post-doctoral training in vision and aging at Northwestern University (1979-82) and also in epidemiology at the University of Alabama at Birmingham (1998) where she received the M.S.P.H. Presently, Dr. Owsley is a Professor of Ophthalmology in the School of Medicine at the University of Alabama at Birmingham (UAB), is Director of the Clinical Research Unit in the Department of Ophthalmology, and also serves as Co-Director of the Center for Research on Applied Gerontology at UAB. Dr. Owsley has directed several projects funded by the National Institute on Aging and the National Eye Institute on aging-related vision impairment, eye disease, and their impact on everyday life. Her research program has been continuously funded by the National Institutes of Health since 1983. She served as the Chair of the Planning Panel on Vision Impairment and Rehabilitation for the National Eye Institute's National Plan for 1999-2003, and served as a member of the Panel for the 2004-2009 Plan and 1993-1998 Plan. Dr. Owsley is currently a member of the Editorial Boards of Vision Research and Current Eye Research, is a Fellow of the American Psychological Association and the Gerontological Society of America, is the recipient of the Glenn A. Fry Award from the American Optometric Foundation and the Bartimaeus Award from the Detroit Institute of Ophthalmology, and is Senior Scientific Investigator for Research to Prevent Blindness, Inc. For the National Research Council, Dr. Owsley was previously a member of the Committee on Vision and Committee on Disability Determination for Individuals with Visual Impairments, and is currently Chairperson of the Committee for Safe Mobility of Older Persons of the Transportation Research Board. She is a consulting member of the Food and Drug Administration's Panel on Ophthalmic Devices and a member of the External Advisory Committee of the Claude D. Pepper Older Americans Independence Center at University of California, Los Angeles (UCLA).

Elin Schold Davis

Elin Schold Davis OTR/L, CDRS, has headed the American Occupational Therapy Association's Older Driver Initiative since its launch in 2003. Current initiatives include NHTSA supported projects targeting education and driving rehabilitation program expansion to meet the emerging needs of older drivers. Ms. Schold Davis has authored articles and lectured nationally and internationally on the topics of both cognitive rehabilitation and driving. Ms. Schold Davis is a certified driving rehabilitation specialist (CDRS), a member of the American Society on Aging's DriveWell Speakers Bureau, and the CarFit collaborative team. She was recently appointed to represent occupational therapy on the Transportation Research Board's Committee on the Safe Mobility of Older Persons. She currently holds an off-site staff position for the American Occupational Therapy Association and resides in Edina, Minnesota.

Nina M. Silverstein

Nina M. Silverstein, Ph.D., is Professor of Gerontology at the University of Massachusetts Boston. Technical research reports on transportation available through the Gerontology Institute, University of Massachusetts, Boston included: Driving in Massachusetts: When to Stop and Who Should Decide and Promoting Safe Mobility among Elders by Increasing Awareness of Vehicle Modifications (related article also in the Transportation Research Record).

Ms. Silverstein recently spent a sabbatical in Washington, DC (2004 – 2005) where she divided her time between the Department of Transportation and the Alzheimer's Association Public Policy Division. A commentary for NHTSA notes on medical advisory board activity appeared in the Annals of Emergency Medicine. In addition, a literature review on Community Mobility and Dementia is forthcoming on the NHTSA website as is a chapter on the topic for the Handbook on Social Work and Dementia (Cox, C. Editor, Springer Publishing: New York). Ms. Silverstein has co-authored two books: Dementia and Wandering Behavior: Concern for the Lost Elder and Improving Hospital Care for Persons with Dementia (Springer Publishing: New York).

Peter Steinert

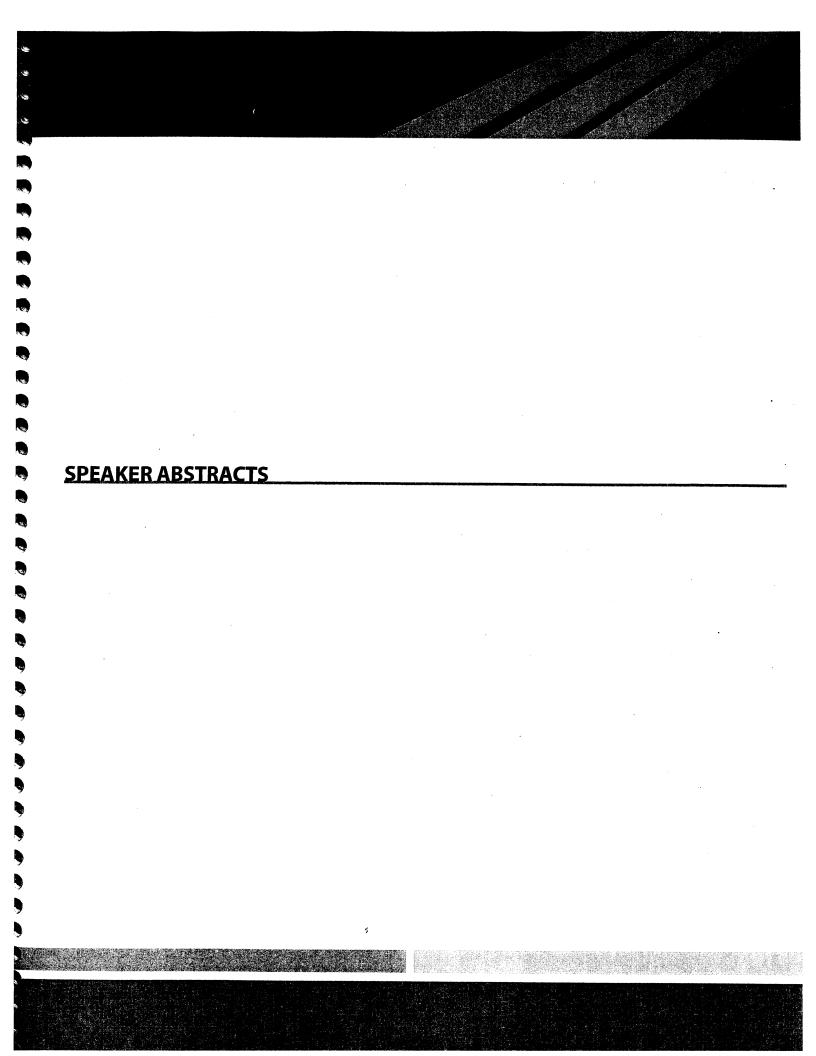
Peter Steinert currently serves as Interagency Coordination Liaison in the Caltrans Division of Mass Transportation, where he works on various projects to enhance mobility choices through strategic partnerships. Mr. Steinert is the Chair of the Transportation Task Team (TTT) working to develop strategies to implement the transportation recommendations contained in the Long Range Strategic Plan on Aging. One of those recommendations was convening the United We Ride Mobility Summit in March 2005. Pursuant to that Summit, the TTT developed a Mobility Action Plan to create an infrastructure to address barriers to mobility, and secured a United We Ride grant to implement that Plan. Mr. Steinert has worked in the field of improving mobility options for older persons and persons with disabilities for most of his 30 plus years with the State of California. In the 1980's, Mr. Steinert worked in the Caltrans Planning and Full Mobility Assistance Branch as a Project Manager, implementing a number of programs serving older persons and persons with disabilities, including the Social Services Transportation Improvement Act (AB 120). Mr. Steinert's non-Caltrans state experience has included: Statewide Transportation Coordinator for the Department of Developmental Services, and positions at the Department of Aging and DMV. In the mid-1970's, he started state service as a social worker at Sonoma State Developmental Center working with older persons with developmental and physical disabilities; and later served as Director of the Foster Grandparent/Senior Companion Program, and transportation coordinator at the Center. He holds degrees in Business Management and Psychology.

Richard Smith

Richard Smith is the director of the non-profit Partnership to Preserve Independent Living for Seniors and Persons with Disabilities in Riverside, California and is Senior Advisor to the Beverly Foundation in Pasadena. For the last thirteen years, he has been responsible for the on-going development and operation of the Partnership's TRIP Program (Transportation Reimbursement and Information Project), which is a nationally recognized Supplemental Transportation Program that won the top Model of Excellence Award from The Beverly Foundation in 2001. Over the past five years, as Senior Advisor to The Beverly Foundation, Mr. Smith has participated in Foundation work to identify and describe alternative transportation services across the United States and co-authored the "Volunteer Transportation TurnKey Kit" that provides technical assistance materials for those interested in starting and operating an STP in their community.

Nina Weiler-Harwell

Nina Weiler-Harwell is a Program Coordinator for AARP California, where she works on Mobility Issues and Home and Community-based Services. A previous member of the Plan Development Task Team, Ms. Weiler-Harwell is presently a member of the Older Californian Traffic Safety Task Force and the Transportation Task Team of the Long Range Strategic Plan on Aging. She holds a Master's Degree in Political Science from the University of Southern California and is working on her Ph.D. Ms. Weiler-Harwell has worked at AARP since 1997.



Speaker Name: Alice Bisno, Vice President, Government & Community Affairs,

Automobile Club of Southern California

Presentation Title: AAA Interests (PANEL 1:GLOBAL OVERVIEW)

Abstract: The challenges facing senior drivers are of increasing concern to Auto Club members.

Many seniors recognize that their skills are not what they used to be, but others do not realize that age has made some changes. Their adult children want help in dealing with parents who insist on keeping car keys until the bitter end. The Auto Club has developed programs for both of these groups with the goal of keeping seniors behind the wheel as long as it is safe for them

and others with whom they share the roads. But we know that traffic safety does not

depend on just the drivers; with the help of senior-friendly cars and well-signed and lit roads, many older Californians can continue to drive safely and we have initiatives covering these

issues, too.

Speaker Name: Joan S. Harris, Senior Policy Advisor, U.S. Department of Transporation

Presentation Title: National Developments, Local Efforts (PANEL 1: GLOBAL OVERVIEW)

Abstract: Several recent developments at the national level will be helpful to senior transportation

at the state and local levels. One of these, the once-per-decade White House Conference on Aging, was held in December 2005, where transportation options for seniors was voted into the number three position of the top 60 resolutions passed. The final report from the conference was made available in September 2006. This presentation will describe the process used at the conference and will discuss implications of the conference results. In addition, the President signed the 4-year highway reauthorization bill, known as "SAFETEA-LU" (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), in August, 2005 and implementation efforts really took off that fall. This presentation will describe some of the

funding and program highlights from the monumental bill.

Speaker Name: Nina Weiler-Harwell, Program Coordinator, AARP

Presentation Title: AARP's Mobility/ Social Impact Agenda (PANEL 1: GLOBAL OVERVIEW)

AARP's Livable Communities Social Impact Agenda aims to ensure that Americans 50+ can

sustain mobility as they age. The strategies that AARP is working at both the National and the State level to both guarantee adequate mobility options when driving is not feasible, and to ensure that individuals retain their driving competencies to the maximum extent possible,

will be discussed.

Speaker Name: Nina M. Silverstein, Ph.D., Professor of Gerontology, University of Massachusetts, Boston

Presentation Title: No Longer in the Driver's Seat: Current Need & Future Vision for

Community Mobility Options (PANEL 2: MOBILITY)

Abstract: Life expectancy is likely to exceed safe driving expectancy for many Americans. Transportation

planning that includes community mobility options other than driving should receive as much attention as we give to other retirement planning for legal and financial matters. For example, our housing decisions should consider the ability to get around without a car. Expanding the availability of "senior-friendly" community mobility options and moving toward supportive "dementia-friendly" transportation, might help to ease the emotionally-charged transition

from driver to passenger and keep elders engaged and active in their communities.

Speaker Name: Richard Smith, Executive Director, Partnership to Preserve Independent Living,

Senior Advisor, the Beverly Foundation

Presentation Title: Providing Alternatives for Seniors Who Should Stop Driving: California STPs

(PANEL 2: MOBILITY)

Abstract: The continuum of senior transportation capabilities and needs requires a matching array

of services. Fixed route and paratransit provide useful services for many seniors, but many also will be unable to meet their transportation needs if more "senior friendly" services are not provided. Supplemental Transportation Programs for Seniors (STPs) operate in many communities to fill the gap. What are they? How are they born? How are they different? The Beverly Foundation, in partnership with the Mobility Task Force of the Older Californian Traffic Safety Task Force, is conducting this year's "Star Search" to identify and describe all STPs that are currently operating in California. Knowing where they are and who they serve will help the Department of Motor Vehicles and all aging service providers, make better referrals for seniors

who require safe and effective alternatives when they can no longer drive.

Speaker Name:

Peter Steinert, Interagency Coordination Liaison, California Department of Transporation

Presentation Title:

United We Ride Mobility Action Plan (PANEL 2: MOBILITY)

Abstract:

Mobility is critical for older persons to be able to maintain independence and a reasonable quality of life, and often mobility options are limited by access barriers, conflicting rules and regulations among programs, and lack of mobility management services to assist in matching people to the best transportation option. A United We Ride Mobility Action Plan is in the process of being implemented to establish a state-level infrastructure, and specific goals, actions, and deliverables, for creating and sustaining a coordinated system that provides mobility and access to transportation for all.

Speaker Name:

Lora Connolly, Acting Director, California Department of Aging

Presentation Title:

Aging (PANEL 3: STATE OFFICIALS)

Abstract:

California Department of Aging Acting Director Lora Connolly will (1) share examples of the types of challenging public information and assistance requests her department and the local Area Agencies on Aging receive on older adult driving safety and mobility issues; (2) review the roles and organizational relationships of various aging organizations at the federal, state and local level and (2) provide an overview of some of the recent activities that the Department and local aging organizations have been involved in pertaining to senior driving and mobility issues.

Speaker Name: Charles Fenner, Senior Ombudsman, Department of Motor Vehicles

Presentation Title: State Department Officials (PANEL 3: STATE OFFICIALS)

Abstract: Discussion of what DMV has done in the recent past and will be doing in the future to facilitate

the mobility of seniors. We are in a unique position to provide information and assistance to persons who can qualify and continue to drive safely and to those who must find other modes of transportation. This department personally interacts with almost everyone from their teens through their senior years for all driver licensing issues. Therefore we have the greatest

opportunity to be a major catalyst in providing safe driver education and information.

Speaker Name: James Santiago Grisolia, MD, Trustee California Medical Association

Presentation Title: California Medical Association Goals (PANEL 4: SAFETY)

Abstract: Physicians remain the best-positioned health professionals to make initial screening decisions

regarding senior health and functional issues as they impact driving and mobility issues. To date, a road test performed by a trained observer remains the "gold standard" for determining road safety. However, the physician's knowledge of medical conditions and

medications, together with his/her personal relationship with the patient and family, can help remedy health issues as they impact driving, initiate safety evaluation by others, and counsel the patient and family regarding mobility and driving issues as they impact quality of life. While physicians have traditionally been involved in functional assessment of their patients, legal and medical issues involving driving have largely evolved outside the view of the practicing doctor. The California Medical Association and the Association of California

Neurologists are committed to educating health professionals regarding medical impacts on senior mobility and partnering with other stakeholders in promoting senior safety and quality

of life while preserving public safety.

Speaker Name: Elin Schold Davis, Coordinator AOTA Older Driver Initiative,

American Occupational Theraphy Assocation (AOTA)

Presentation Title: Safety, Driver Screening, Assessment and Intervention (PANEL 4: SAFETY)

Abstract: Changes associated with aging coupled with debilitating medical conditions may impact skills

and abilities required for safe driving. Functional impairments may place seniors at higher risk for injury to self and others. Our communities face an emerging need to identify drivers at higher risk for crashes and provide intervention to educate, correct or compensate for these impairments. Occupational therapy programs can offer screening, evaluation and intervention services to identify those at higher risk and provide education appropriate to their individual

needs. The over arching goal of these programs is to maintain safe mobility and active participation in life's activities for as long as safely possible. When aware, most seniors self-

limit higher risk driving exposure but making informed choices depends on the persons awareness of the deficit and the options available. Occupational therapy programs are

increasingly joining the team of professionals dedicated to driving and community mobility. Comprehensive driving evaluations involve assessments in both clinical and on road contexts.

A canceled license does not ensure driving cessation. Persons with impaired cognition, such as in cases of dementia, may lack the ability to comply without family intervention.

Occupational therapy programs may serve in the role of offering resources and strategies for protecting the at risk driver from access to their vehicle. This Presentation will describe the role of occupational therapy in both rehabilitation and driving specialist settings, the barriers to expanding services and the role we all can play in educating service providers to the need for

expanded driving rehabilitation programs and services.

Speaker Name: Dominick Albano, Vice President, Marketing and Development,

American Society on Aging, San Francisco

Presentation Title: Older Driver Safety (PANEL 4: SAFETY)

Abstract: Nearly a decade ago, the American Society on Aging (ASA) recognized the mobility dilemma

communities' nationwide face of ensuring the safety of older adult drivers and of promoting the continued mobility and active engagement in the community of individuals who restrict or stop driving. Various federal, state and local approaches to meet that challenge are underway efforts that are changing the face of mobility nationally. ASA has mobilized its membership and partner organizations by offering two unique programs for professionals working with older adult drivers. The DriveWell Toolkit provides professinals working with older aduutls a stand-alone, turn-key program on older driver wellness and safety. The DriveWell Program provides 1) technical assistance through trained experts and community leaders in an ongoing capacity and 2) the latest information desseminated through the experts and community leaders on resources, research, and promising practices in older driver safety and mobility. ASA serves as the hub for experts and local leaders to share outreach and teaching experiences with local professionals and older adults and their loved ones. CarFit, a new project, will be officially launched next May. This new project offers community education designed to help mature drivers find out how well they currently fit their personal vehicle, to highlight actions they can take to improve their fit, and to promote conversations about driver safety and community mobility. A proper fit in one's personal vehicle can greatly increase not only the driver's safety but also the safety of others. The program uses a trained team of volunteers and health professionals who work side-by-side and collaboratively with each

participant requesting a car check at a scheduled CarFit event.



Nina M. Silverstein, Ph.D.Power Point Presentation

No Longer in the Driver's Seat: Current Need & Future Vision for Community Mobility Options



Nina M. Silverstein, PhD University of Massachusetts Boston

Senior Safe Mobility Summit Newport Beach, CA October 26, 2006



"I've had two bypasses, hip and knee replacements, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take medications that make me dizzy, have trouble with memory and such poor circulation that I can hardly feel my hands and feet anymore.

But, thank God, I still have my driver's license!"

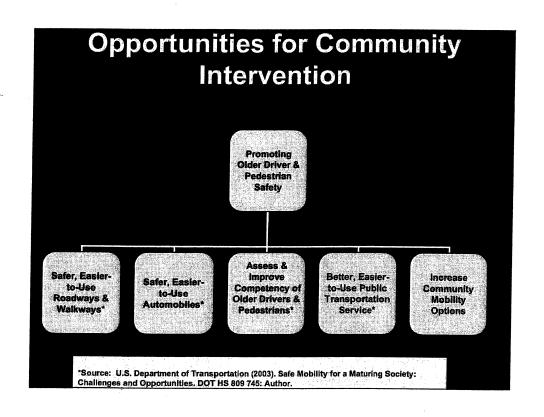
(e-mail "humor?" sent to me 9/8/06)

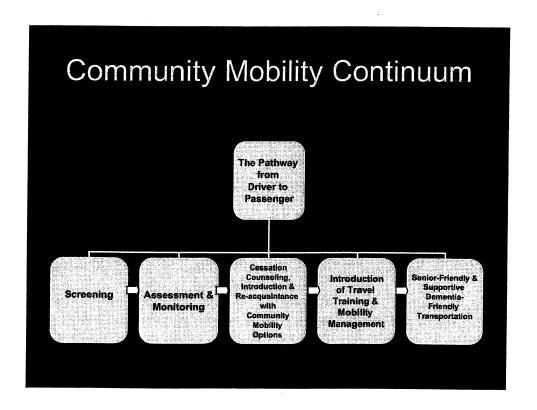
Currently about 40% of fatal automobile crashes are alcohol-related...

By 2025, more than 40% of all fatal crashes may be associated with agerelated frailties, with visual and cognitive impairments as major contributing factors (NHTSA, 2003)

White House Conference on Aging December 11-14, 2005

- Resolution #3 (1002 votes)
 Ensure that Older Americans Have
 Transportation Options to Retain Their
 Mobility and Independence
- Resolution #47 (473 votes)
 Support Older Drivers to Retain Mobility and Independence through Strategies to Continue Safe Driving





Overview of Older Drivers

- More older people
- Driving more miles than ever before
- Driving at older ages than ever before
- More likely to suffer a fatality when in a crash
- Driving expectancy is sig. less than life expectancy
- · Few alternatives to driving



Total Life Expectancy vs. Driving Life Expectancy

	IV	len	Wo	men
Age	TLE	DLE	TLE	DLE
70-74	17.7	11.5 6	20.6	11.2 9
75-79	13.5	8.0 (5)	16.2	7.9 8
80-84	9.8	5.0 (5)	12.2	5.0 7
85+	6.0	2.0	7.9	1.8

Source: Foley, Heimovitz, Guralnik, & Brock (2002), in ICF 2006 NCHRP 20-65 report.

Percent with Medical Condition(s) Limiting Travel

	Men	Women	Total
65-70	12.9	16.7	16.1
71-75	18.1	21.7	201
76-79	26.8	29.2	20.2
80-84	29.4	35.5	33 1
85+	37.3	53.4	43,0

Source: 2001 NHTS, ICF Consulting Analysis in ICF 2006 NCHRP 20-65 Report

Travel Mode by Driving Status 65+

	Drivers	Non- Drivers	Total
Car	5 j 4	A A	88.0
Driver	72.7		66.0
Passenger	18.8	65.4	23.0
Walking	7.1	22.6	8.5
Transit	0.4	8.3	1.1
Bicycle	0.3	0.4	0.4

Source: 2001 NHTS, ICF Consulting Analysis in ICF 2006 NCHRP 20-65 Report

Concern for Isolation

"Of all older non-drivers, 54% do not leave their home on a given day, while only 17% of drivers stay home."

Source: Bailey, L. (2004) Aging Americans: Stranded without Options. Surface Transportation Project.

Most older drivers cease or restrict their own driving when they experience changes in their ability to drive.

BUT SOME DON'T..

About 10-15% of older drivers are presumed to be at-risk (Langford et al., in press).



Drivers with dementia are less likely to cease or restrict their own driving.

- Many who experience cognitive changes and decline lack insight into their loss of function.
- Objective assessment by a professional (such as an OT) is needed to determine if the driver's ability to operate a vehicle is impaired.



The Numbers

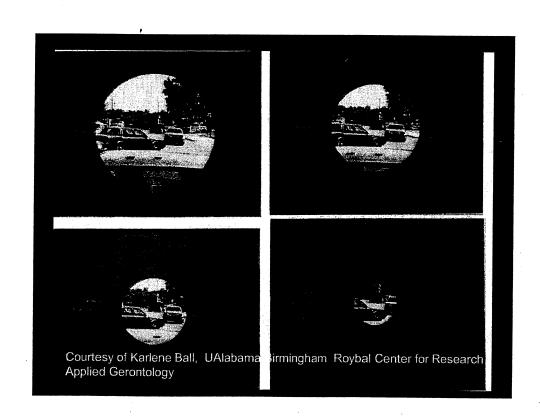
- · About 4.5 million Americans today
- By 2050, estimates range from 11.3 million to 16 million
- 70% live in community/ ~ 20% live alone
- About 6 to 8% of persons with dementia reported as lost in studies of Safe ReturnTM registries, were lost

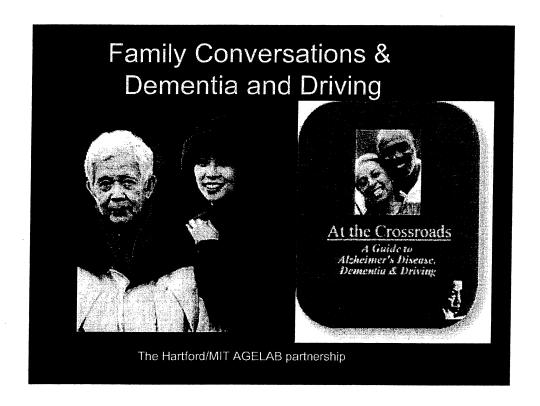
Why UFOV® is relevant to Dementia & Driving

"Useful field of view" refers to the area that one can see and cognitively process and interpret. With cognitive slowing, the area shrinks to only the area a person sees directly in front of the eyes without the side vision, called peripheral vision.

"Persons with dementia differ dramatically on UFOV® once age is controlled for...Most older adults do very well. Most individuals with mild dementia fail, and all with moderate do [fail]."

Karlene Ball, Director, Center for Research on Applied Gerontology, University of Alabama at Birmingham (July, 2004 correspondence)





Safe navigation and use of public transportation is often difficult for individuals with significant cognitive or physical impairments.

Thus, strategies are needed to neip public transportation become more "senior-friendly" overall, and specifically, more "dementia-friendly."

5A's of the Beverly Foundation

- Available,
- Acceptable,
- Accessible,
- Affordable
- Adaptable

Leaders in the Assessment of Supplemental Transportation Programs (STPs) in America.

How do we start thinking about Dementia-Friendly Supportive Transportation?

- Arm through arm
- Chair to chair
- Door thru door
- Rethinking advanced scheduling practices
- · Driver training and sensitivity
- Vehicle features to promote safety & comfort

Don't shy away from this issue—start *talking* and start *finding* effective strategies to maintain dignity for all persons with physical and/or cognitive impairments while promoting safe mobility throughout the lifespan.

Nina.silverstein@umb.edu





Peter SteinertPower Point Presentation



THE UNITED WE RIDE MOBILITY ACTION PLAN

Senior Safe Mobility Summit October 26, 2006

Improving Mobility and Access to Services Through Interagency Coordination

Peter Steinert, Caltrans
Interagency Coordination Liaison

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BACKGROUND: United We Ride Mobility Summit...

- ♦ Convened on March 7, 2005
- Funded via first United We Ride grant
- Held in coordination with the:
 - Planning for an Aging California: An Invitational Forum, and
 - White House Conference on Aging: Solutions Session
- To plan for more coordinated transportation services and improved mobility options



The Summit was...

- Led by the CA Dept of Transportation
- In cooperation with:
 - © CalACT
 - ESCA Commission on Aging
 - State Independent Living Council
- Attended by 200 participants from the aging, transportation, disabled, and economically disadvantaged communities

25



Summit topics included...

- Highlights from the LRSPA and efforts of the Transportation Task Team
- #at Consumer issues related to mobility barriers
- A proposed CA Mobility Council and Mobility Task Force. and
- A proposed action plan to establish the Council and Task Force to implement coordinated mobility solutions



Mobility Action Plan (MAP) Developed by...

- LRSPA Transportation Task Team
- Subsequent to the Mobility Summit
- With four Goals:
 - MOU for BTH & HHS Agency coordination

 - **E**Continuity among programs
 - - * California Mobility Council
 - * Mobility Task Force

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Second United We Ride grant awarded...

- ♦ To Caltrans for \$50,000
- With an additional \$74,000 secured from Caltrans Transportation Planning
- To hire a consultant
- ♦ To implement the MAP



MAP RFP Workgroup...

- ♦ Established in August 2006
- Made up of diverse constituencies
- ♦ To draft the RFP Scope of Work
- Based upon the MAP Goals

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MAP RFP Workgroup...

- Met on August 25th, September 8th, and September 22nd
- Converted MAP Goals into Work Tasks for RFP Scope of Work
- Specified contractor deliverables



RFP Status...

- Finalizing RFP
- Working with Caltrans Contracts Office
- Preparing for advertisement of RFP

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Contracting Timeline...

- ♦ Approval of RFP 2 weeks
- ♦ Advertisement of RFP 2 weeks
- ♦ Writing Contract 1 week
- ♦ Contract approval 1 week
- ♦ Contract execution 2 weeks



Anticipated Project Timeline...

- ♦ Establishment of Project Advisory Committee – December 1, 2006
- Start January 1, 2007
- Completion December 31, 2007

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How You Can be Involved...

- ♦ Join MAP Project Advisory Committee
- ♦ Join Transportation Task Team

.1



CONCLUSION

- We need to work together to forge strategic partnerships to coordinate services
- Leveraging California's resources and improving access to our communities at the same time
- Forming the structures necessary to build a sustainable system which provides mobility choices for all

3.5



Thank You!

Peter Steinert, Interagency Coordination Liaison
California Department of Transportation
Division of Mass Transportation

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Elin Schold DavisHandouts and Power Point Presentation

9/16/06 taken from http://www.eldersafety.org/resources/more_about_otac.html

OTAC Supports Older Driver Safety Initiatives for Occupational Therapists

Article prepared for the Occupational Therapy Association of California (OTAC) Newsletter, Summer 2005

As Californias baby boomers begin retiring, they will seek ways to maintain their driving skills and improve their mobility so they can remain active, independent, and vital community members. Occupational therapists play a critical role in helping older adults achieve these goals. Therefore, OTAC participates in several new and ongoing statewide initiatives that support and promote this emerging OT practice area.

OTAC and the Older Californian Traffic Safety Task Force

OTAC has been an active member of the Older Californian Traffic Safety (OCTS) Task Force for several years. OTAC Executive Director Chuck Strauch and Past President Brenda Collins serve on the task force, which is a statewide collaborative led by the California Highway Patrol. The group promotes older driver and pedestrian safety by implementing train-the-trainer programs, policies, and public information activities.

Building Capacity for California OTs

OTAC also is collaborating on two new efforts by the Center for Injury Prevention Policy and Practice (CIPPP) and the <u>State and Local Injury Control Section (SLIC)</u> of the California Department of Health Services. These programs, funded by grants from the <u>California Office of Traffic Safety</u>, encourage Californias OTs to address driving issues in their practices and provide them with needed information and training. The programs also seek to build community support and referral networks that make it practical and profitable for OTs to address driving issues.

The first of these initiatives involves creating a report that explains the barriers Californias OTs face when they try to address driving safety and mobility issues in their practices. The report will also examine creative solutions and training that help OTs overcome these barriers. OTAC participated in this project by helping CIPPP organize OT focus groups to gather information. The report is scheduled to be released by August 2005.

The second program seeks to build capacity by helping Californias OTs, nurse practitioners, and physicians improve at screening, assessing, counseling, and referring older patients who may be at high risk for driving problems. Initiatives include:

- developing and promoting educational modules;
- providing trainings throughout California;
- evaluating the current health care systems capacity to address driving safety and mobility issues;

9/16/06 taken from http://www.eldersafety.org/resources/more_about_otac.html

- creating an advanced practice certification for California OTs at San Jose State University; and
- launching a comprehensive website resource (www.eldersafety.org) about safe mobility that provides specific information and online trainings for Californias health care providers.

CIPPP and SLIC have hired two OTAC members, Brian Monty OTR/L, CHT, and Kimber Carter-Glick OTR/L, CDRS, DI, to work with them on this initiative. OTAC member Farrell Sheffield, OTR/L, CDRS, serves on the projects advisory committee.

In addition to working with OTAC, CIPPP and SLIC have brought together a great team to move this initiative forward. Participants include San Jose State Universitys Occupational Therapy Department, the California Association for Nurse Practitioners, and the Preventive Medicine Residency Program at the University of California San Diego and San Diego State University.

CarFit Program

Several new national programs also can help OTs get involved in community safe driving efforts. CarFit is an innovative new program from AOTA, the American Society on Aging, AARP, and the Auto Club. It provides a service in which trained volunteers and an OT evaluate seniors in their cars on how well they fit in their vehicles. Some of the issues on the evaluation checklist include:

- Is the seatbelt on and positioned correctly?
- Is the senior too close to the steering wheel?
- Can the individual see over the wheel?

After the assessment is complete, the OT can then refer the senior to a specialist for further evaluation and training, or can recommend simple modifications based on the checklist.

This is just one example of a new community initiative that promotes the OTs role in older driver safety. This program is currently being pilot tested, but will be available across the country in late 2005.

Want More Info?

For more information on any of these programs please visit www.eldersafety.org or contact CIPPP and SLIC Program Coordinator Patti Yanochko, MPH, at pyanochko@projects.sdsu.edu or 530-342-6803.

• A member of the Injury Prevention Web family of sites. Copyright ©2005. Funded by the California Office of Traffic Safety through the Business, Transportation and Housing Agency.

9/16/06 taken from http://www.eldersafety.org/resources/more_about_otac.html





For additional information see http://www.eldersafety.org

Driving and Transportation Alternatives for Older Adults

Community mobility is an important part of well-being; it is central to a person's autonomy, independence, and sense of worth. For some people, some forms of transportation, such as driving, become less safe, and many seniors will need to address the prospect of using alternatives to driving at some point in their lives. If one's access to the community is limited because driving is no longer an option, it can lead to depression or isolation, and diminished wellness. Occupational therapy is recommended to help keep individuals mobile and independent, helping to ensure meaningful participation in the community.

Occupational therapy can optimize and prolong an older driver's ability to drive safely, and ease the transition to other forms of transportation if driving cessation becomes necessary. By identifying strengths as well as physical or cognitive challenges, occupational therapists can evaluate an individual's overall ability to operate a vehicle safely and recommend assistive devices or behavioral changes to limit risks. Driving cessation is a last resort, and older drivers can often experience a graduated transition from driving to using other forms of transportation.



Occupational therapists are experts in

addressing the essential and everyday activities of daily living (ADL). Occupational therapists are trained to analyze the demands of an activity, to assess performance skills, and to identify the appropriate match of demands and skills to achieve optimal outcomes. These therapists are trained to assess cognitive, visual, perceptual, psychosocial, and motor aspects of performance and tailor intervention plans to the individual. Occupational therapists also have the knowledge needed to recognize the impact of medical conditions and the aging process on driving performance.

Following a tradition of taking a holistic view of the individual in his or her environment, occupational therapists offer a continuum of services related to community mobility, from evaluation of driving performance, through counseling and support for lifestyle changes, to maintaining independence and quality of life.

Occupational therapists address driver safety and alternative transportation options in a number of ways:

- Occupational therapists identify driving as an instrumental ADL and consider the impact of aging and disability on engagement in the daily activities of their clients. Occupational therapists assess vision, perception, cognition, and motor performance. Therapists in a variety of settings may determine that clients haveneeds specific to driving and then refer client to driving rehabilitation programs as appropriate.
- Occupational therapists with specialized training in driver rehabilitation may administer comprehensive driving evaluations, which include both a clinical and an on-the-road component. The driving evaluation allows the therapist to make recommendations about strategies, equipment, and training to improve driving safety and overall health and well-being.



Specially trained occupational therapists can perform on-road driving evaluations.

Intervention after a clinical driving assessment can include a number of skill-building, behavioral, and adaptive approaches to keeping the individual mobile, including:

- Recommendations for adaptive equipment to compensate for age-related changes and allow continued driving.
- Counseling to establish a graduated driving transition plan.
- Training to enhance and prolong driving independence.
- Identification of alternative transportation options to optimize community participation.



With good driving skills and safe driving habits, older drivers can continue driving with minimal remediation.

For more information: The American Occupational Therapy Association (AOTA) offers a Web site dedicated to providing the public and health professionals with useful, timely information about older-driver safety and related resources. To learn more, visit AOTA's "Occupational Therapists & Driving" microsite, www.aota.org/olderdriver. The American Occupational Therapy Association is the professional society of occupational therapy, representing nearly 40,000 occupational therapists, occupational therapy assistants, and students working in practice, science, education, and research.

NOTA

The American Occupational Therapy Association

4720 Montgomery Lane Bethesda, MD 20814-3425 301-652-AOTA (2682)

www.aota.org

Occupational Therapy: Skills for the Job of Living

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Safety Panel: The Role And Contribution Of Occupational Therapy In Helping Older People Drive Safer Longer

Elin Schold Davis OTR/L, CDRS
American Occupational Therapy Association
escholddavis@aota.org





"Drive Safer Longer"

- Majority "self-limit"
 - Relies on awareness
- Highest risk group
 - Aging PLUS Medical Conditions
 - Relies on identification and awareness
- Goal to address impairment and optimize mobility
 - Seniors have increased risk of injury in a crash





Role Of Occupational Therapy

- Identify the impairment
 - Screening and Assessment
- Correlate the impairment to driving
 - Function
 - Individual goals
- Provide intervention
 - Remediate
 - Compensate
 - Adapt
 - Transition to an appropriate alternative
 - Caregiver training (passenger, strategies for dementia)





Within The Healthcare Setting

- Medical conditions correlated to risk
 - Educate "failure to warn"
 - Example: post cardiac event impact of medications and fatigue on driving
- Need to address driving risk
 - Educate staff
 - "connect the dots"
- Public outreach and broad educational initiatives



Education, Referral & Evaluation

- Address the impairment and refer
 - Identify risk to driving
 - Timely referral to physician or appropriate service
- Treat the impairment and refer
 - Optimize driving sub-skills
 - Timing or referral to specialist
 - "when to evaluate for driving"
 - Risk of "too soon"
- Evaluate driving competence (specialist)
 - Impact of "Impairment" on driving competence
 - Decision based on medical criteria or comprehensive assessment



Comprehensive Driving Evaluation by Driver Rehabilitation Specialist

- Evaluates driving competence
- Current "gold standard" involves two components: clinical PLUS on road
- Recommendations based on Individualized assessment of performance in driving context





Outcome Of A Comprehensive Driving Evaluation

- Continue driving
 - Education
- Address the impairment through treatment
 - Optimize the impairments
 - example: flexibility, Range of Motion, speed of processing
- Address the impairment through adaptation
 - Strategy
 - route that avoids left turns
 - Equipment
 - · raised seat cushion & pedal block or hand controls
- Cease and transition
 - Tie recommendation to impaired performance
 - Cessation strategies for caregivers
 - Address mobility needs and appropriate alternatives





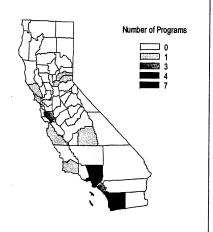
Need For Increased Capacity

- Driver rehabilitation services
- Occupational therapy programs
 - Educating occupational therapy programs to address mobility
 - Driving as an Instrumental Activity of Daily Living (IADL)
 - Develop referral pathways



Need For Increased Capacity

- •OTAC and CIPPP partnered to produce a report on the Occupational Therapy (OT) driving program network in California.
 - •surveys of OTs to identify driving programs and OTs trained in driving/mobility
 - Major findings: 24 programs throughout California







Proposed solutions included:

- •Increase availability of specialist-level trainings
- •Build capacity of the occupational therapy field to address driving
- •Targeted public information to encourage seniors and their families to seek occupational therapy services for driving and mobility concerns



Need For Increased Capacity

Barriers to increasing the number and utilization of OT driving programs in California:

- Limited accessible, affordable training for Generalist and Specialist occupational therapy programs
- •The economics of establishing and maintaining a driving rehabilitation program
- •Lack of support from facilities to address driving due to limited knowledge and awareness of this emerging need





Need For Increased Capacity

- •AOTA Older Driver Microsite www.aota.org/olderdriver
 - Resources and links
 - Specialists directory (national)
- California Occupational Therapist Locator
 http://www.eldersafety.org
- Education
 - On-line course
 - Publications (books, articles)
 - Resource links





Need For Increased Capacity

- •OTAC, SJSU and CIPPP have partnered to develop a 2-day training program for occupational therapists on understanding and evaluating the older driver
- •The first training was held at SJSU in April 2006 and a second will be held in the late winter/early spring of 2007.
- •For more info visit: www.eldersafety.org





Dominick AlbanoPower Point Presentation



Older Driver Safety

An Overview of CarFit and DriveWell Community Resources and Professional Training

Senior Safe Mobility Summit

Older California Traffic Safety Task Force Hyatt Regency Newport Beach

Presented by Dominick Albano
Vice President of Marketing & Development
American Society on Aging
October 26, 2006



Project 2015 National Initiative



Contents

- About ASA
 - Mission
 - Network
 - Publications
 - Educational Programs
- About DriveWell
 - Professional Training
- About CarFit
 - CommunityResources
- Future Planning
 - AlternativeTransportation





About ASA

Mission

The American Society on Aging is a professional association that develops leadership, knowledge, and skills to address the challenges and opportunities of a diverse aging society.

Network

- National Board of Directors, Constituent Group Leadership Councils, Editorial Boards, Committees and Special Project Advisory Groups
- More than 10,000 members, conference attendees and publication subscribers
- Currently over 40 full-time and part-time staff



Senior Safe Mobility Summit



ASA Programs

Publications

- Aging Today
 - bimonthly newspaper
- Generations
 - quarterly journal
- **Constituent Group** Newsletters
 - quarterly newsletters
- **ASA Connection**
 - monthly e-newsletter
- ArticleSearch
 - online database

Education and Training

- Joint Conference of ASA-**NCOA**
 - Largest national gathering of more than 4000 attendees
- Autumn Series on Aging
 - Regional trainings for service providers
- Web Seminars
 - Live and recorded distance learning
- Community-based
 - Grassroots training on special





About DriveWell

DriveWell is a comprehensive information program designed to:

- 1. Promote community conversations that can lead to increased driver safety and more transportation choices for adults ages 65 and older;
- 2. Encourage older drivers to change when and how they drive;
- 3. Prompt older adults to use alternative forms of transportation;
- 4. Stimulate communities to assess the need for and, if needed, offer more transportation.



Senior Sefe Mobility Summit



DriveWell Goals

The DriveWell Toolkit developed by ASA and funded through the National Highway Traffic Safety Administration is a stand-alone, turn-key program on older driver safety and mobility.

More at www.asaging.org/drivewell





DriveWell Program

- Provides technical assistance through trained experts and community leaders in an ongoing capacity
- 2. Offers the latest information desseminated through the experts and community leaders on resources, research, and promising practices in older driver safety and mobility.
- 3. Serves as the hub for experts and local leaders to share outreach and teaching experiences with local professionals and older adults and their loved ones.



Senior Safe Mobility Summit



DriveWell Toolkit

DriveWell Toolkit includes:

- Background on physical and mental changes in older adults that affect driving
- Health messages to assist older adults to remain driving fit
- Skills to work with local collaborative organizations and media
- Overview of materials including local and regional resources





About CarFit

- CarFit, a new ASA program, will be officially launched in May 2007.
- Developed in collaboration with AAA (American Automobile Association), AARP and AOTA (American Occupational Therapy Association)
- Utilizes trained event coordinators and health professional who work with individual drivers at scheduled events











CarFit Goals

Helping mature drivers find their perfect fit, the community- based program provides:

- The opportunity to check out how well their personal vehicles "fit" them.
- Information and materials for communityspecific resources and activities that could make their vehicles "fit" better, enhance their safety as drivers, or increase their mobility in the community.





CarFit Examples

CarFit reviews twelve key areas including:

- Knowing how to properly adjust one's mirrors can greatly minimize blind spots for drivers who may wish to change lanes.
- Good foot positioning on the gas and brake pedals is important. If the driver is reaching with his or her toes to press on the pedals, it can cause fatigue in onels leg and slowed reaction times.
- Drivers run a risk of serious injury if they are sitting closer than 10 inches to the steering wheel.



Senior Safe Mobility Summit



CarFit Program

Create an event in your community

- CarFit events are conducted in communities by event coordinators and professionals, usually in conjunction with health care professionals such as occupational therapists.
- Event coordinators organizing and managing events must go through a training provided by a certified instructor.
- Learn more www.asaging.org/carfit





Future Planning

- This year, the group of about 76 million Boomers (born between 1946-1964) will turn 60 years old.
- Active retirement trends show continued work and living in urban and suburban setting.
- Older adults prefer to be need health and human service "hubs" served by reliable public transportation.



Senior Sefe Mobility Summit



Related Resources

Resource Tools on the Internet

- At the Crossroads: A Guide to Alzheimers, Dementia and Driving www.thehartford.com/alzheimers
- Braille Institute

www.brailleinstitute.org/Services/PacketsbyMail.htm

- Compendium of Law Enforcement Older Driver Programs
 www.aamva.oro/drivers/dry_AgingDrivers.asp
- RoadWise Review www.aeapublicalfairs.com
- Driving Decisions Workbook

www.acta.org/olderdriver/docs/AssessUML.odf

We Need to Talk

www.thehartford.com/talkwitholderdrivers





Related Resources

Internet sites of interest

- National Highway Traffic Safety Administration <u>www.ninsa.</u>
- National Association of Area Agencies on Aging <u>www.n4a.org/older_driver_saicty</u>
- AAA Foundation for Traffic Safety <u>www.seniordrivers</u>.
- AAA (Motor Clubs) www.aaapublicaffairs.
- AARP <u>www.sarp.org/life/</u>



Senior Safe Mobility Summit



Related Resources

Administration on Aging

www.aoa.gov/prof/notes/notes ulder drivers

- American Occupational Therapy Association www.aota.org/olderdriver
- American Medical Association <u>www.ame-assn.org/ama/oub/category/10791.html</u>
- Beverly Foundation <u>www.beverlyfoundation.org</u>
- Community Transportation Association of America (CTAA) <u>www.ctaa.org</u>
- Easter Seals Project ACTION www.projectaction.easterseals
- ITNAmerica www.itnamerica.org





ADDITIONAL RESOURCES

- 1. At the Crossroads: A Guide to Alzheimer's Disease, Dementia & Driving* http://www.thehartford.com/alzheimers/brochure.html
- 2. **We need to talk...Family conversations with older drivers** http://www.thehartford.com/talkwitholderdrivers/brochure/brochure.htm
- 3. **USDOT (2003). Safe Mobility for a Maturing Society: Challenges and Opportunities.** Washington, DC: US Department of Transportation (download PDF version) http://ostpxweb.dot.gov/policy/Safety%20Energy%20Env/Safe%20Mobility/index.html
- 4. **Volunteer Driver Turnkey Kit (see next page 26A 26B)**Developed by The Beverly Foundation (Pasadena, CA) and TRIP (Riverside, CA) September 2005 http://www.beverlyfoundation.org/turnkeykit/evaluation_kit/5As_calculator_transit.pdf

^{*}Copies can be ordered free of charge.

Yolunteer Driver Turnikey Kit

Planning

Implementation

Evaluation



A 5 A 'S "Senior Friendliness" Evaluation Strategy for Public and Paratransit Services

Trends in the past century reveal a growing reliance on community-based services as people age, in part because of the fading networks of extended families and friends that traditionally provided support for the elderly. Community transportation, in particular, can be critical to older adults who have limited their driving or have stopped driving altogether. However, it is the degree of "senior friendliness" of the transportation option that will determine whether transportation enables seniors to experience a sense of independence, to get where they need to go, or to enjoy an acceptable quality of life.

In 2000, following extensive focus group and survey research with senior drivers, seniors who were no longer driving, and caregivers concerned about senior mobility and transportation, the Beverly Foundation identified the "5 A's of Senior Friendly Transportation". Subsequent research conducted by the Foundation and policy and program initiatives of government and non-profit agencies at the national state and local level have further defined the 5 A's and have adapted them as criteria for standards in senior transportation. The criteria focus on the five key factors below.

Availability (transportation services that are available to seniors)

Acceptability (transportation services that are acceptable to seniors)

Accessibility (transportation services that seniors can access)

Adaptability (transportation services that can be adapted to senior needs)

Affordability (transportation services that are affordable for seniors and

the community)

Adopting this set of criteria can provide a framework for ensuring the "senior friendliness" of a transportation service, regardless of who sponsors it, who supports it, or who acts as the service provider. Such criteria also can serve to establish a baseline for measuring the effectiveness of coordination efforts and can provide benchmarks that help move coordination initiatives forward. Specific factors important to each of the 5 A's are included in the "Senior Friendliness Evaluation Guide" on the back of this page.

A "Senior Friendliness" Calculator For Public and Paratransit Services

The 5 A's of Senior Friendly Transportation have been refined as criteria for use by transportation services in making a preliminary judgment as to their senior friendliness. To initiate your review, check each of the factors below that are represented within your volunteer driver program. Each check equals one point. When you have completed your review, add up your score and look at the scoring key at the bottom of the page to know where you are on "the road to senior friendliness."

Availa	bility : The Tra	nsportation Servi	ice		
	can be provided	s transportation to reached by the ma s transportation and e riders to destinat ns organizational r	ajority of seniors in sytime (day, even ions beyond city	ings, weeken & county bou	ds, 24/7) ndaries
Ассер	tability: The Tr	ansportation Ser	vice	•	
	offers "c provides adheres	hicles that are eas lemand response" driver "sensitivity to narrow "window cleanliness and n	with no advance to seniors" traini w of time" for hon	scheduling reng ng ne and destina	
Acces	sibility: The Tra	ansportation Serv	vice		
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Developed by The Beverly Foundation (Pasadena, CA) and TRIP (Riverside, CA)

EXHIBITORS

Automobile Club of Southern California

Contact: Patrice Frazier
3333 Fairview Road, A-131
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California Department of Insurance

Contact: Linda Yarber
Consumer Education & Outreach
300 South Spring Street, South Tower
Los Angeles, CA 90013
(213) 346-6344
Yarberl@Insurance.Ca.Gov

California Department of Motor Vehicles, Office of Driver Safety

Contact: Nettie T. Moran 16735 Von Karman Avenue, Suite 110 Irvine, CA 92606 (949) 440-4414 nmoran@dmv.ca.gov

California Highway Patrol

2555 First Avenue Sacramento, CA 95818 (916) 657-7222 JLJared@chp.ca.gov

Contact: Jason Jared

PAINEL I. QU	DESTION CARD	
Question related to: Please print your question clearly.	(subject matter)	
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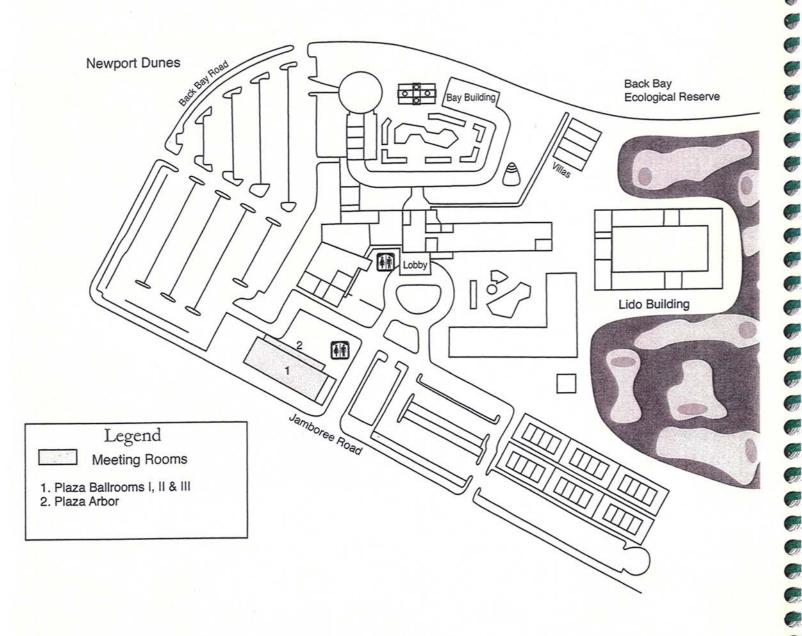
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Senior Safe Mobility Summit October 26, 2006 • Hyatt Regency Newport Beach

FACILITY MAP





Annex F

Educational Materials

Safe Driving Resources

Center for Injury Prevention Policy & Practice — Resources for safe, independent living and older adult driving safety. (www.eldersafety.org)

AAA Foundation for Traffic Safety — AAA Roadwise Review: A Tool to Help Seniors Drive Safely Longer is a CD-ROM that allows seniors to measure the eight functional abilities shown to be the predictors of crash risk among older drivers. Copies are available at local Automobile Club offices (\$5 for members, \$7 for non-members). (www.seniordrivers.org)

AARP — Contains multiple resources and links related to older driver safety, including information on local driver safety classes. (Available in Spanish) (www.aarp.org/life/drive or call 1-888-AARP-NOW[1-888-227-7559])

National Highway Traffic Safety Administration (NHTSA)

Free pamphlets on driving and the following medical conditions: Alzheimer's Disease, Glaucoma, Macular Degeneration, Diabetes, Seizures, Cataracts, Medications, Sleep Apnea, Parkinson's Disease, Arthritis and Stroke.

Search the NHTSA website by condition. (www.nhtsa.dot.gov)

American Society on Aging (ASA)

Roadmap to Driving Wellness is a program to help older adults maintain safe driving skills (www.asaging.org/cdc)

California Department of Motor Vehicles (DMV) provides information relating to your driver's license including renewals, exam preparation, driving tests, senior identification cards, and the Mature Driver Improvement Course.

(www.dmv.ca.gov/about/senior/senior_top.htm)

Transportation Resources

To locate transportation programs in your area, call the County Office on Aging Information and Assistance Line at 1-800-510-2020.

DRIVING SAFETY SCREENING FOR HEALTH CARE PROVIDERS



Unpredictable Attacks

Seizures, TIA/stroke, fainting or near-fainting, hypoglycemic attacks, vertigo, sleep attacks, etc.

Acute Illness

Any recent hospitalization or illness that leads to chronic alertness or thinking problems, debilitation, vertigo or loss of coordination.

Chronic Conditions

- Neurologic disease, such as dementia, Parkinson's, peripheral neuropathy, multiple sclerosis, residual stroke deficits.
 - Musculoskeletal disease or weakness, including arthritis, amputation, or chronic debilitation due to multiple illnesses.
- Cardiovascular or pulmonary disease associated with cognitive deficits, confusion, weakness, fatigue or blackouts.
 - Vision loss, caused by cataracts, retinal disease, macular degeneration, stroke, glaucoma and other diseases.
 Mental health issues, including severe depression, psychosis,
- anxiety, bipolar disorder, alcohol or other drug abuse.

 Medications or Combinations of Medications that Reduce
 Coordination or Alertness (polypharmacy)

Patient/Family Members Concerns

Often, family or friends may notice functional impairments affecting driving before they become evident on physical exam.

IF "RED FLAGS" PRESENT, CONSIDER THE FOLLOWING:

Functional Assessment: Determine level of functional impairment associated with medical condition(s)

Medication Adjustment/Reduction: May help alertness Specialty Consultation: May control underlying chroniclacute condition or arrange rehabilitation1 remediation

Refer for Driving Safety Evaluation: DMV can conduct a road test, but provides no remediation program if the patient fails. Driver rehabilitation specialists can assess Vehicle equipment modifications may also be appropriate in these cases. A list of private programs providing individual assessment and remedi- ation is available on www.eldersafety.org.

Report to DMV/Public Health: Current state regulations require reporting only when the condition affects driving safety and activities of daily living. If this is the case, it is best to counsel the patient on driving retirement and your legal obligation to report to the DMV or state public health office.

To download reporting forms, go to: http://www.dmv.ca.gov/forms/formsds.htm [Form DS 699 - Request for Driver Reexamination]

NOTE: As this is a public safety issue, HIPAA consent is NOT required when reporting an individual to DMV/Public Health.

Some factors to consider:

- Adequate warning prior to seizure, fainting, etc.,-advise to pull off road.
- Condition improving, worsening or resolving. For seizures, a 3-month seizure-free interval is increasingly found to be safe in many studies.
- Timing. For example, if attacks only occur in bed, then driving safety is likely unaffected.
- Provocative factors. If other factors provoking disability are not present or can be controlled in the driving environment, driving safety may be unaffected.
- Compliance with medical care, including medications, treatment for drug and alcohol abuse, etc.
- There are many kinds of driver license restrictions that the DMV can issue, including: no freeway driving; drive only from sunrise to sunset; use adequate support to ensure a proper driving position; or drive only on particular routes.









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Information was excerpted from the "Red Flags Gujdelines" by the Older Californian Traffic Safety Task Force, Health Services Workgroup which were adapted from:

American Medical Association Physician' Guide to Assessing and Counseling Older Drivers